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Daily Telegraph Jan 1906

MARINE INSURANCE NOTES.

TWO OVERDUE ARRIVALS.

A great surprise awaited underwriters on reaching the City yesterday morning, in the shape of the arrival of two vessels that were looked upon as quite hopeless. The first was the West Hartlepool steamer Petunia, which sailed from Darien for Bordeaux on the 13th ult., with a cargo of wood. No less than 97½ per cent. had been paid on her for re-insurance, not so much on account of the length of her time, but because it was known that of her cargo of wood none of it was landed on the same several steamers with a similar cargo on the same voyage have been posted as missing. It was concluded that her deck cargo had also killed her. It seemed, however, that her delay was caused by her having broken her shaft, and she has been sighted off the Lizard in tow of the St. Domingo.

A sailing ship going out to the United States constituted the other surprise. She was the Ednyfed, 1,115 tons, built in 1882, which sailed from Trapani with a cargo of salt for Gloucester (Mass.) so far back as Sept. 20, and only on Sunday arrived on the other side. Eighty guineas per cent. had been paid on her, and the length of her time and the severity of the weather in the Atlantic fully justified this rate.

Hjarrand (s) of Christiania, Boberg, Tons 870 gross 376 net
Glasgow for Christiania

Application submitted

3rd Jan. 1906

Subscribers making application

A. S. Mountain ²²⁹/₀₆

Owner

Brodrene Bjørnstad
Christiania

Cargo

Coal

Insurance effected at

Christiania & London.

On Vessel

On Cargo

Latest Account

Sailed from Glasgow for
Christiania on the 8th November 1905

Crew:— 15

Apprentices 1

Number of Days out

55 62

REMARKS.

Interested as Broker.

W. Baird & Co^o Ell. Coal 290 tons 12 cwt
R. Addie & Sons do 470 tons 11 cwt
United Coal Co^o do 529 tons 1 cwt
Bunkers:— Coltrigg Coal Co^o do 32 tons 17 cwt
Agst Glasgow 4th/₀₆

HJARRAND (s).—Glasgow, Nov. 22.—The Norwegian steamer Hjarrand, of Christiania, Captain Boberg, and owned by Messrs. Brodrene Bjørnstad (Christiania), which left Glasgow on Wednesday, 8th inst., with a cargo of coal for Christiania, has not arrived there yet.

L.L. Nov. 23, 1905

HJARRAND (s).—London, Dec. 5.—Replying to inquiry for any news of above steamer, Lloyd's Agent at Christiania, under date of Dec. 1, writes:—To-day spoken with the owner of this steamer, who has no doubt steamer is lost.—[The Hjarrand sailed from Glasgow Nov. 8, bound for Christiania.]

Dec. 5, 1905

Lloyd's List states vessel sailed from Glasgow for Horten on the 7th Nov. 1905 and from Greenock on the following day. Horten is on the Christiania Fjord.

COMMITTEE'S DECISIONS.

On Board — 3rd Jan. 1906
Posted missing — 10th Jan. 1906

No. 3005

Culdoon of St. John N.B., Official Number 88693, Bradley
Tons 424 gross 373 net
Jacksonville Fla for Grenada

Application submitted

17th Jan. 1906

REMARKS.

Subscribers making application

Skury Chester

(Black Moore & Co) ¹²⁰⁶/₀₆

Interested as agent for Owner.

Owner

James Kennedy
St. John N.B.

Cargo

Lumber

Insurance effected at

Does not know

but understands

freight is insured in London

On Vessel

On Cargo

Messrs Jonas Browne Son write that
they insured the cargo through the
Royal Exchange Assurance Corporation
⁵¹⁶/₀₆

Latest Account

Sailed from Jacksonville
for Grenada W.I. on 15 Sept:
1905According to Messrs Browne's letter, the
vessel left Jacksonville on the 19th Aug. 1905.The New York Maritime Register gives
the sailing date as 17th August 1905 and
states vessel was bound to Basse Terre, Mobile
and Cuba.

The sailing is not reported in Lloyd's List.

Crew:—

Apprentices

Number of Days out

~~123~~ 130

COMMITTEE'S DECISIONS.

On Board —

17th Jan. 1906

Posted missing —

24th Jan. 1906

Fawn of Victoria B.C. Official Number 100495, Olsen 59 tons register
English Bay, Alaska for Victoria B.C.

Application submitted

17th Jan 1906

REMARKS.

Subscribers making application

Arthur J. Rose
1836
06

Owner

Victoria Sealing Co. Ltd.
Victoria B.C.

Cargo

504 Seal Skins

Insurance effected at

None

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from English
Bay (Alaska) for Victoria B.C.
on the 5th October 1905, and
was last seen on the 7th Oct. 1905

Crew:— 28

Apprentices

Number of Days out

from sailing ~~103~~ ~~110~~ 117
from when last seen ~~10~~ ~~108~~ 115

COMMITTEE'S DECISIONS.

Deferred one week - 17th Jan. 1906
On Board - 24th Jan. 1906
Posted missing - 31st Jan. 1906

FAWN.—Victoria, B.C. (by Cable Nov. 20).—
British schooner Fawn, Behring Sea Victoria, 500 seal
skins, cargo is insured at Lloyd's, is very much overdue
and grave fears are entertained for her safety.

FAWN.—Victoria, B.C., Nov. 25.—All hope has
been abandoned for the Victoria sealing schooner Fawn,
with a crew of 28. The schooner Maid of Orleans,
herself in distress, saw the Fawn driving ashore on
northern Vancouver Island.—*Reuter.*—[See issue of
Nov. 21.]

Victoria, B.C., Nov. 25.—On Nov. 16 the Maid of
Orleans, then labouring heavily herself, saw a small
schooner making bad weather and driving towards the
rocky shore of the northern part of Vancouver Island.
When night came the storm increased in violence
and the vessel in question would probably be wrecked.
No vessel of the size and description noted was bound
north except the Fawn. The Maid of Orleans put back
with fore-castle and cabin flooded, sails damaged, &c.
The local steamer Queen City sailed Nov. 21 for the
north and should be able to get particulars if there is
anything in this report. She is due back here on the
29th.—[See Fawn in issue of Nov. 25.]

Victoria, B.C., Dec. 4.—The local steamer Queen
City has returned from a cruise along the whole west
coast of this island, and the schooner Fawn, not having
arrived on the coast, the owners believe her to be lost.
The Fawn, with 504 sealskins from the Behring Sea,
has not been seen since Oct. 8.—[See issue of Nov. 16.]

L.L. Nov. 21. 1905

" " 25. 1905

" Dec. 16. 1905

" " 19. 1905

No. 3007

Victory of Haugesund, Skyllingstad 33 tons register
 Lowestoft for Haugesund.

Application submitted

17th Jan. 1906

REMARKS.

Subscribers making application

J. Gibb ¹⁸¹⁵/₀₆

Interested as having effected an insurance on the hull

Part Owner

Bernhard Amundsen
Haugesund

Cargo

Ballast

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Lowestoft
for Haugesund on the
25th November 1905

Crew:— 3

Apprentices nil

Number of Days out

~~52~~ 66 80 87

COMMITTEE'S DECISIONS.

Deferred 14 days — 17th Jan. 1906
 Deferred 14 days — 31st Jan. 1906
 On Board — 14th Feb. 1906
 Ported missing — 21st Feb. 1906

Aqua (s) of London, Official Number 112671, Edwin Austin Still
Tons 3045 gross 1942 net
Barry for Buenos Ayres.

Application submitted

24th Jan 1906

REMARKS.

Subscribers making application

Frank G. Dixon 217206

Interested as broker

Owners

Newman & Dale Steamship Co. Ltd.
38 Lime Street
E.L.

Cargo

Coal

Ocean Steam Coal.

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Barry for
Buenos Ayres on the 25th Nov. 1905
and passed Barry Island
on the same day.

Crew:— 24

Apprentices

Number of Days out

59 73 80

Plymouth, Dec. 12, 5 p.m.—HMS Thetis, when off the Eddystone Lighthouse this morning, cruising, picked up and brought in here a lifeboat, bearing the name of the steamer Aqua, of London; same is badly damaged on the starboard side.

L. L. Dec. 13, 1905

London, Dec. 14.—Aqua (s): In answer to inquiry, the owners write under to-day's date that they have had no word of this steamer since she sailed from Barry on the 25th ult., bound for Buenos Ayres.

" " 14 1905

Plymouth, Dec. 13, 6 21 p.m.—Referring yesterday's telegram re Aqua boat picked up by H.M.S. Theseus, not Thetis, following articles were found in same:—One grey overcoat with pocket-knife in pocket, one dungaree jacket in hole in boat's side, one pair dungaree trousers, part of oilskin in hole in boat's side, one pair boots, one pair goloshes, one pair leather slippers, two odd slippers, seven rowlocks, part boat's compass in box, one hanging lantern, two tin buckets, one bailer, one boat's water bag canvas, one sea anchor, one meat chopper, one knife, one wooden pipe, one key.—[See Plymouth under "Miscellaneous" in issue of yesterday.]

" " 14, 1905

Rouen, Dec. 12.—The master of the steamer Lycidas reports:—At 4 p.m., Dec. 10, when off the Start, passed a lifeboat full of water, with rowlocks shipped, apparently fairly new, with name "Aqua" or "Aqua," of London, painted on quarter.—[See Plymouth in issue of Dec. 13.]—[Memo.: An erroneous version of the above appeared in issue of Dec. 14.]

" " 15, 1905

Rouen, Dec. 14.—The master of the steamer Lycidas states that he passed the lifeboat of the Aqua on Dec. 10, off Start Point, Eddystone Lighthouse bearing NW by W. about 10 miles distant. He further states that he slipped down from the deck of the Lycidas into the lifeboat by means of a rope, and noticed in the boat two zinc buckets and an old pair of boots; also the middle tank on the starboard side was adrift. Further than this the boat was not damaged. The master is of opinion that this is the same lifeboat which was picked up by H.M.S. Theseus.—[See issue of yesterday.]

" " 1905

AQUA (s).—London, Dec. 16.—A telegram from Cardiff, with reference to the Aqua (s), of London, states that yesterday Captain M'Alister, of the steamer Alacrity, on arriving at Newport, reported having picked up, 20 miles ESE of the Lizard, a lifebuoy marked "Aqua, London," with a dead man on it. The body could not be identified, and was buried at sea.—Press Association.

" " 16, 1905

AQUA (s).—Torquay, Dec. 27, 12 14 p.m.—Lifebuoy picked up at Teignmouth 9 o'clock yesterday marked "S.S. Aqua, London."

" " 27 1905

AQUA (s).—Cardiff, Dec. 30.—A London representative is informed by the owners of the steamer Aqua that a portion of another of the missing ship's boats has been picked up off Fort Picklecombe (Cornwall).—South Wales Daily News.

" " 30 1905

DECISIONS.

Deferred 14 days —
On Board —
Posted missing —

24th Jan. 1906
7th Feb. 1906
14th Feb. 1906

No. 3009

Laguna of Christiania, Gronneberg, Tons 541 gross 471 net
Pascagoula for Colon.

Application submitted

24th Jan 1906

REMARKS.

Subscribers making application

C. J. Bowring & Co (Insurance) Ltd
2327/66

Interested as Brokers

Owner

Mexican Trading Co Ltd.
G. M. Bryde Manager

Cargo

Lumber

Insurance effected at

Lloyd's and English Cos.

On Vessel

On Cargo

Latest Account

Sailed from Pascagoula (Miss.)
for Colon on the 28th Sept. 1905.
Lloyd's List states vessel cleared from
Colon on the 28th September 1905
before reported cleared 23 Sept'05

Crew:— 9

Apprentices

Number of Days out

117 124

COMMITTEE'S DECISIONS.

On Board —

24th Jan 1906

Posted missing —

31st Jan 1906

LAGUNA.—Mobile, Dec. 2.—Norwegian schooner Laguna, Gronneberg from Moss Point (Miss.), Sept. 28, for Colon, with 350,000 feet of pitch-pine lumber, is considerably overdue and is believed to have been lost. She is owned here.—*New York Herald*.

LAGUNA.—Mobile, Jan. 5.—The owners in this city of the Norwegian schooner Laguna, which sailed from Moss Point (Miss.) on Sept. 11, with a cargo of lumber for Colon, Panama, have given her up for lost. She was in command of Captain Gronneberg, and carried a crew of nine men.—[See issue of Dec. 15.]

L. L. Dec. 15 1905

" Jan. 16 1906

Scott (s) of Liverpool, Official Number 120817 *Stratford*
Tons 908 gross 565 net
Moji for Ocean Island.

Application submitted

31st Jan 1906

REMARKS.

Subscribers making application

A. W. Edwards $\frac{2762}{06}$

Interested as Insurance Broker.

Owners

The Steamship Carlyle & Co. Ltd.
Stewart & Markness, Managers
40 Chapel Street, Liverpool

Cargo

Bunker Coal and Cement.

The Coal consisted of 470 tons Best Japan Steam Coal.

Insurance effected at

Lloyd's

On Vessel

Unknown

On Cargo

London, Dec. 19.—Scott (s), Moji for Ocean Island: Following is extract of letter received from the owners, dated Liverpool, Dec. 18:—We would point out that Ocean Island, to which place the vessel was bound, has no communication with the mainland except by steamer, and it is more than probable that our steamer has arrived long ago, but we shall not hear definitely that such is the case until the arrival of the next steamer from Ocean Island touching at Sydney, which will probably be the Scott herself.

L.L. Dec. 19. 1905

SCOTT (s).—Sydney, Jan. 15, 10 25 a.m.—Lombard (s) arrived yesterday from Ocean Island, reports:—Scott (s) is very much overdue and grave fears are entertained for her safety.

Jan 15. 1906

Latest Account

Sailed from Moji for Ocean Island on the 5th Nov. 1905

* Lombard^{ns} left Ocean Island 2nd Jan. 1906 27th 06
Ocean Island is one of the Gilbert Islands in Polynesia.

The Pacific Phosphate Co. of 27 Leadenhall St. in reply to letter asking for information regarding the means of communication with Ocean Island write under date of Feb 22 as follows: "The only means of communicating with Ocean Island are by steamer... We yesterday received another cablegram from Ocean Island (via Sydney) which left the island per ss Promise on the 10th Feb. in which no mention is made of the Scott. We consider that there is no possibility of her having been at the island without having been reported and have long since regarded her as lost."

Crew:—Chinese & Japanese - numbers unknown

Apprentices

Officers 6.

Number of Days out

86 100 114 121

COMMITTEE'S DECISIONS.

Deferred 14 days - 31st Jan. 1906
Deferred 14 days - 14th Feb. 1906
On Board - 28th Feb. 1906
Posted missing - 7th Mch 1906

SCOTT (s).—Melbourne, Jan. 17.—The steamer Lombard, which arrived at Sydney on the 14th inst from Ocean Island, reports that the steamer Scott, which left Japan for Ocean Island to load for Sydney, and was due at the Island some weeks back, had not arrived up to the time of the Lombard's departure. It is feared that the vessel has foundered with all hands in a severe typhoon which occurred in the Formosa Sea after the Scott left Japan.—[See issue Jan. 15.]

L.L. Feb. 20. 1906

No. 3011

Bronson H. of Liverpool N.I. Official Number 112346, Hansen
99 tons register
Catalina N.F. for Halifax N.I.

Application submitted

7th Feby. 1906

REMARKS.

Subscribers making application

Holmwood & Holmwood Ltd.

J. W. Senior

Director 3960/26

Interested as Brokers to Owner.

Owner

Nathaniel Smith

Smith's Wharves

Halifax N.I.

Cargo

Best Codfish and Molasses

2 puns Molasses

20 barrels Do.

2940 - 1 - 14 qtls Codfish

Insurance effected at

Lloyd's

(Policy No B 1150)

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Catalina N.F.
for Halifax N.I. on the 22nd Nov.
1905.

BRONSON H.—Halifax, N.S., Dec. 19.—Schooner Bronson H., Hansen, 98 tons, owned by N. and M. Smith, is now 27 days out from Catalina (N.F.) for Halifax, with a cargo of 3,000 qtls. dry fish, and as exceptionally heavy weather has prevailed grave fears are entertained for her safety.—Halifax (N.S.), Morning Chronicle.

L.L. Jan. 5, 1906

BRONSON H.—St. John's, N.F., Jan. 3.—The schooner Bronson H., with crew of six men, and the schooner Energy, with seven men aboard, both missing since the gale of Dec. 1, have finally been given up as lost.—New York Journal of Commerce.

" 12, 1906

BRONSON H.—London, Jan. 20.—Following is extract of letter dated Jan. 18:—Advices from Montreal state that this vessel is regarded by seafaring men in Halifax as lost. We understand she sailed from Catalina (Newfoundland) on Nov. 22 for Halifax, direct, and has not since been heard of. The average time for a vessel of this class would be about seven days.

" 22 1906

Crew:— 6

Apprentices

Catalina N.F. is 60 miles N.N.W. of
St. John's N.F.

Number of Days out

76 83

COMMITTEE'S DECISIONS.

On Board —

7th Feb. 1906

Posted missing —

14th Feb. 1906

St. Donatien of Nantes, Bertrand, Tons 1648 gross 1259 net.

Bordeaux for Adelaide

Application submitted

7th Feby 1906

REMARKS.

Subscribers making application

Fred Finch ³⁹⁵⁷/₀₆

Interested as Broker.

Owners

L. Bureau & fils
12 Boulevard Delorme
Nantes

Cargo In Ballast

Sand & Gravel

1150 tons

Insurance effected at

Nantes & London.

On Vessel

On Cargo

Owners forward an official document stating that vessel has been struck out of the French Customs Register presumed totally lost.

Latest Account

Sailed from Bordeaux for Adelaide on the 25th May 1905 and was spoken on the 6th July 1905 in lat. 5 N. long 27 W.

Crew:— 22.

Apprentices

Number of Days out

from sailing ~~257~~ 264
speaking ~~215~~ 222

COMMITTEE'S DECISIONS.

On Board -

7th Feby, 1906

Posted missing -

14th Feby, 1906

No. 3013

Pluvier of Aberystwith, Official Number 97474, Parry
 Figueira for Portmadoc
 Tons 120 gross 120 net.

Application submitted

14th Feb. 1906

REMARKS.

Subscribers making application

Sedge Leigh & Humphery ⁴²⁵⁹/₀₀

Interested as Brokers for the Owners.

Owner

Griffith Prichard
Portmadoc

Cargo

In Ballast

80 tons Sand ballast

Insurance effected at

Portmadoc Mutual
Ship Insurance Society

On Vessel

Lloyd's

Disbursements
On ~~Cargo~~

Latest Account

Sailed from Figueira
for Portmadoc on the 24th Dec^r
1905

Crew:— 5

Apprentices nil

Number of Days out

51 65 72.

COMMITTEE'S DECISIONS.

Deferred 14 days — 14th Feb. 1906.
 On Board — 28th Feb. 1906
 Posted missing — 7th Mch 1906

PLUVIER.—Portmadoc, Jan. 24.—Pluvier, Figueira for Portmadoc: Nothing has been heard of this vessel since date of sailing, Dec. 24, and great anxiety is felt as to her safety.

L.L. Jan. 25 1906

Kinsale, Feb. 2.—It is stated that a farmer living at Rennie's Bay picked up on Jan 25 a silver watch and chain bearing the name inside the case of "Stanley E. Terrill, master mariner," recognised by Mrs. Terrill, the mother of the above, as belonging to her son, of the schooner Pluvier. There were also found some clothes, a cap, with the name "F. Collins," a shirt, with the name "Swansea" on the neck, a compass, a telescope, and a ship's figurehead of a bird, but no trace of cargo. —[Feb. 3.—The coastguards report that as a result of their inquiries for several days, in their opinion no wreck took place there, and the little wreckage showing was probably from some distant wreck.—[See Pluvier in issue of Jan. 25.]

Feb. 6 1906

Portmadoc, Feb. 6.—The owners of the schooner Pluvier state that a Cork newspaper of Jan. 12 reported that a wreck had taken place off the Rennies, and that two bodies had washed ashore. The report adds that quantities of shirts, jackets and trousers, and spars, ropes, and gear were to be seen at the bottom of the cliffs in a very inaccessible position. The coastguards at Oysterhaven have picked up the wheel of a pump, marked "Williams and Sons, Portmadoc." The figurehead of the Pluvier was a bird.—[See report from Kinsale in issue of yesterday.] [An erroneous version of this paragraph appeared in issue of yesterday.]

7. 1906

No. 3014

Isabella Stuart of Campbeltown Official Number 4421
 Samuel Bryson 56 tons register
 Irvine for Campbeltown

Application submitted

14th Feb. 1906

REMARKS.

Subscribers making application

L. W. Hammond & Co.
4088
06

Owner

Samuel Bryson

The Captain was the Owner.
 The letter accompanying the application
 is from the Harbour Master at
 Irvine.

Cargo

Coal

98 tons of coal from M. J. K. Campbell.
 (Harb. Master Irvine)

Insurance effected at

On Vessel

On Cargo

Glasgow

Latest Account

Sailed from Irvine
 for Campbeltown on the
 18th Jan'y 1906

Campbeltown. Jan. 24, 3 47 p.m.—Schooner Isabella
 Stuart, of Campbeltown, left Irvine for Campbeltown,
 with coals, Thursday afternoon, has not arrived. No
 news or trace of any kind; feared lost.

L. L. Jan 25. 1906

Crew:— 3

Apprentices

Number of Days out

~~26~~ 40 47

COMMITTEE'S DECISIONS.

Deferred 14 days —
 On Board —
 Posted missing —

14th Feb. 1906.
 28th Feb. 1906
 7th Mch. 1906

No. 3015

Energy of St John's N.F. Official Number 69539, Furneaux,
Tons 146 gross 129 net
Oporto for St. John's N.F.

Application submitted

14th Feby. 1906

REMARKS.

Subscribers making application

Eugene A. White

4879/06

Interested as having insured the outfit

Owners

A. Goodridge & Sons
St. John's N.F.

Cargo In ballast

Insurance effected at

Uninsured

On Vessel.

Lloyd's

On Outfit

On Cargo

W. E. A. White wrote under date Feb. 19. 1906
that the outfit was insured at Lloyd's 5418/06

Latest Account

Sailed from Oporto for
St. John's N.F. on the 26th
September 1905

BRONSON H.—St. John's, N.F., Jan. 3.—The schooner Bronson H., with crew of six men, and the schooner Energy, with seven men aboard, both missing since the gale of Dec. 1, have finally been given up as lost.—New York Journal of Commerce.

Ld. Jan. 12. 1906

Crew:— 7

Apprentices

Number of Days out

~~140~~ ~~147~~ 154

COMMITTEE'S DECISIONS.

Deferred for enquiries

regarding insurance —

14th Feb. 1906

On Board —

21st Feb. 1906

Posted missing —

28th Feb. 1906

Olive (s) of Sunderland. Official Number 87337, Stafford
Tons 1300 gross 824 net
Santander for Middlesbrough

Application submitted

21st Feb. 1906

REMARKS.

Subscribers making application

W. Symondson.

Interested as Broker for the
Cargo.

Owner

John Happer
22 John Street
Sunderland.

Cargo

Iron Ore

Insurance effected at

Mutual Clubs

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Santander
for Middlesbrough on the
17th Jan 1906.
Lloyd's Agent at Santander gives
the date of sailing as 15th Jan. 1906
Crew: - 17.
Apprentices

Number of Days out

~~34~~ ~~48~~ 55

COMMITTEE'S DECISIONS.

Deferred 14 days - 21st Feb. 1906.
On Board - 7th Mch. 1906.
Posted missing - 14th Mch. 1906.

No. 3017

Athos(s) of Kingston (Ja.) Official Number 81322, E.A. Dobson Tons 1947 gross
1256 net
Sydney (C.B.) for Genoa

Application submitted

28th Feb. 1906

REMARKS.

Subscribers making application

Sidney Wishart ^{60⁸¹}/₀₆

Interested as Broker

Owner

John Macdowell Maunay
18 Broadway
New York

Cargo

Pitch

1819 tons hard pitch

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sydney C.B.
for Genoa on the 28th Dec. 1905
L.L. gives destination as Genoa & Trapani.

ATHOS (s).—New York, Dec. 27.—A lantern upset in the hold of the steamer Athos while she was loading pitch at Sydney (C.B.) on Dec. 22 for Genoa, and her cargo caught fire. The fire was extinguished with difficulty. (Memo.: The Athos left Sydney, C.B., Dec. 28).

L.L. Jan. 26/1906

Crew:— 29

Apprentices

Lloyd's Agent at Trapani wrote under date Mch. 12/06
"Athos" - We have just learned that this steamer will not
come here anymore." ⁷⁷⁸⁴/₀₆
Lloyd's Agents at Palermo wrote under date Mch. 13/06
"Athos" - We now learn this steamer does not go to
Trapani and that charter has been cancelled. ⁷⁸¹⁵/₀₆

Number of Days out

61 75 82.

COMMITTEE'S DECISIONS.

Deferred 14 days — 28th Feb. 1906
On Board — 14th Mch. 1906
Posted missing — 21st Mch. 1906

Golden Era (steam trawler) of Hull. Official Number 118792
Tons 261 gross 95 net.

Iceland for Hull

Application submitted

28th Feb. 1906

Subscribers making application

Chas. Wright

Interested as Insurance Broker for the ship.

Owners

*Hall Leyman & Co. Ltd
St. Andrew's Dock
Hull.*

Cargo

Fish

Insurance effected ~~at~~

*with a Club and at
Lloyds*

On Vessel

No Insurance

On Cargo

The only information received at Lloyds of this vessel is contained in the following paragraph.

GOLDEN ERA (steam trawler).—London, Jan. 8.
—No news has been received at Hull yet concerning the steam trawler Golden Era, which left the Iceland fishing grounds three weeks ago on her homeward voyage. Other vessels of the fleet, which left after the Golden Era, have reached Hull, but have not spoken the missing trawler.—*Morning Post*.

L. L. Jan 8, 1906

Latest Account

*Sailed from Dyre Fjord
(Iceland) 19th December 1905 for
Hull.*

Crew:— 12

Apprentices nil

Number of Days out

70 77

COMMITTEE'S DECISIONS.

*On Board —
Posted missing —*

*28th Feb. 1906
7th Mch. 1906*

No. 3019

Girl of Devon of Plymouth, Official Number 81040, Five
Tons 136 gross 130 net
Herring Neck (N. 3) for Lisbon

Application submitted

7th Mar 1906

REMARKS.

Subscriber making application

Eugene A. White ⁶⁷⁰⁷₀₆

Interested as having insured the cargo

Owner

Sir J. A. Bellamy
A. H. Shilston, Managing Owner
Plymouth

Cargo

Fish

Insurance effected at

Lloyd's

On Vessel &
Freight

Lloyd's

On Cargo

Latest Account

Sailed from Herring
Neck (N. 3) for Lisbon on
the 19th December 1905

Crew:— 6

Apprentices nil

Number of Days out

~~77~~ ~~91~~ 98

COMMITTEE'S DECISIONS.

Deferred 14 days — 7th Mch. 1906
On Board. — 21st Mch 1906
Posted missing — 28th Mch 1906

Drumcraig of Victoria B.C. Official Number 91178, McCallum
Tons 1979 gross 1851 net
Astoria for Manila

Application submitted

21st March 1906

REMARKS.

Subscribers making application

C.T. Bowring & Co (Insurance) Ltd
8117
Tons

Interested as Cargo Insurance Brokers

Owner:

Barneson-Hibberd Co Inc.
116 California Street
San Francisco

Lloyd's Register gives owners as:-

Ship "Drumcraig" Co Ltd
Barneson Ross & Co, Managers.

Cargo

1609214 feet lumber
and 500 tons stone ballast.

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Astoria
for Manila on the 22nd
Sept. 1905

Crew:- 24

Apprentices 1

Number of Days out

~~179 186 200~~ 207

COMMITTEE'S DECISIONS.

Deferred one week -

21st Mch 1906

" 14 days -

28th Mch 1906

On Board -

11th Apl. 1906

Ported missing -

18th Apl. 1906

BOTTLE PICKED UP.

Victoria, B.C., March 16.—A bottle message found at Halfmoon Bay, near San Francisco, solves the mystery of the Drumcraig's fate or is a hoax. The British barque Drumcraig, which was registered at this port, left the Columbia river on Sept. 20 for Manila and never arrived. The bottle message, a note found in a tightly corked bottle picked up by a member of a real estate excursion party at Halfmoon Bay, read:—"The British Drumcraig, Capt. McCallum, sinking at sea north latitude 43, west longitude 127. W. W. Bales, able seaman." The position given is one in which the Drumcraig would have been in all probability within a few days after leaving the Columbia River, and is about 130 miles west of Cape Blanco, near the Oregon-California line.—Victoria (B.C.) Semi-Weekly Colonist.

L.L. April 2, 1906

No. 3021

Pioneer of Maldon, Official Number 62785, Kent, 79 tons register
London for Newcastle

Application submitted

28th Mch. 1906

REMARKS.

Subscriber making application

John Godwin ^{8569/6}

Interested as Broker for insurance on the cargo.

Owner

Joseph Sadler
Holm Bay
Maldon, Essex

Cargo

Teak logs and Fitches

Insurance effected at

Harwich Barge Assoc.
for £400.

On Vessel

Lloyds for £2400.

On Cargo

Latest Account

Sailed from London
for Newcastle on the 24th Jan 1906
and was in Grimsby Roads about
the 4th Feby 1906.

PIONEER.—London, March 22.—The owner of the ketch Pioneer, of Maldon, 79 tons, writing from Maldon under date of March 21, states that the vessel sailed from London in the early part of January last, with a cargo of teak timber, bound for Newcastle. On Feb. 5 the owner received a note from the master from Grimsby Roads, and has heard nothing of the vessel since that date.

L.L. March 22 1906

Crew:— 4

Apprentices

Number of Days out

from sailing ~~62~~ 69
" Grimsby Rds ~~57~~ 58

COMMITTEE'S DECISIONS.

On Board — 28th Mch. 1906
Ported missing — 4th Apl. 1906

Chersones (s) of Odessa, Schultz, Tons 1117 gross 660 net

Antwerp for Pillau

REMARKS.

Application submitted

25th April 1906Re-submitted23rd May, 1906

Subscriber making application

P.A. Simson ¹¹⁰⁹⁶/₀₆Arthur J. Pickford ¹³²⁵³/₀₆

Without being interested

makes application at the request of an Insurance broker in Rotterdam.

Owner

Henri Bernstein
8 Longue Rue D'Hérentals
Antwerp

Cargo

Slag

Insurance effected at

the Compagnie Russe
d'Assurance de Transport
St. Petersburg

On Vessel

Antwerp & Rotterdam
with several English Companies including
the Union Marine, British Dominions,
Union of Canton, Western, Excess Ins. Co.,
Ulster Marine, Hull Underwriters.

On Cargo

Latest Account

Sailed from Antwerp for
Pillau on the 15th March 1906CHERSONES (s).—Flushing, March 15, 11 38 a.m.
—Russian steamer Chersones, Antwerp for Pillau,
ashore Sardijnkil, but expected to be floated at high
water.CHERSONES (s).—Flushing, March 15.—The
steamer Chersones got off on the flood tide, without
assistance, and proceeded.CHERSONES (s).—Königsberg, March 24.—The
Russian steamer Chersones, which left Antwerp during
the night of March 14 for this port, with flour,
and which should have reached Pillau March 19 or 20,
has not yet arrived.—Börsen Halle.—[See issues of
March 15 and 17.]

L. L. Mch. 15, 1906

" " 17, 1906

" " 29, 1906

Crew:— 17

Apprentices nil

Number of Days out

~~40~~ 68 75

COMMITTEE'S DECISIONS.

There being no insurances in
this country, the application was
declined 25th Apl. 1906On Board —
Posted missing —23rd May 190630th May 1906

No. 3023

*Pride of the South*of Padstow, Official Number 84976
Builder, Tons 143 gross 110 netGarston for Par
and Holyhead

Application submitted

25th April 1906

REMARKS.

Subscribers making application

Fletcher & Welton

11223
26

Interested as Brokers

Owner

Arthur Jenkyns
Coledown
Botley

Cargo

Coal

Insurance effected at

On Vessel

Lloyd's

On Cargo

"Vessel commenced loading at Garston on 13th Dec^r at 6 pm. and finished at 8.30 the following morning. Sailed on the 16th Dec^r 1905
"She shipped on board 226 tons 16 cwt Florida Coal (house) from the Collins Green Collieries, Earlstown, the shippers being Messrs A. Bathgate & Co. "Salv. Assⁿ L.P.L.
The weather at Garston on the night 35762/26 of the 13th Dec^r was damp and cloudy, and on the day of the 14th Dec^r fine all day."

Latest Account

Sailed from Garston
for Par on the 16th Dec^r 1905
and from Holyhead on the
27th Dec^r 1905.

Crew:— 5

Apprentices

Number of Days out

from sailing 129—136
" Holyhead 118—125

COMMITTEE'S DECISIONS.

On Board — 25th April 1906
Posted missing — 2nd May 1906

Coimbatore

of Porsgrund, Evensen, Tons 1205 gross, 1122 net.
Newcastle N.S.W. for Algoa Bay

Application submitted

16th May, 1906

REMARKS.

Subscriber making application

Thomas Forbes

13066
06

Interested as Broker for cargo.

Owner Actieselsk. Coimbatore

M. Olsen

Porsgrund

Cargo

Coal.

Pelaw Main Gas Coal.

Insurance effected at

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Newcastle N.S.W.
for Algoa Bay on the 11th Nov. 1905
and was in collision on the 25th Dec.
1905, Cape Leeuwin bearing E.N.E. (true)
distant about 207 miles
Crew:— 16 (of which one seaman saved)
Apprentices

COIMBATORE.—Adelaide, Jan. 16, 12 50 p.m.—
Zinita, arrived Wallaroo, reports having been in col-
lision at sea, Dec. 25, with another vessel. It is feared
that the other vessel foundered, as nothing could be
seen of her after the collision. The name of the vessel
was Coimbatore.

COIMBATORE.—Adelaide, Jan. 17.—The master
of the Zinita, which arrived at Wallaroo with loss of
bowsprit after collision with the Norwegian barque
Coimbatore, reports that the casualty occurred Dec. 25,
2 a.m., Cape Leeuwin bearing ENE (true), distant
about 207 miles. The Zinita's bowsprit went be-
tween the other vessel's forerigging, bringing down
her topgallantmast, yards, &c. The vessels drifted
clear, and at about 3 10 a boat was sighted
to leeward, apparently bottom up, with two men
on it. Another boat was also seen making to
rescue them. The Zinita was worked to maintain her
position, but with freshening and unsteady wind and
thick rain the ship and boats were lost to view, and
although the Zinita kept about the position all day and
night no sign of the other vessel was seen. While the
vessels were locked one of the hands from the Coimba-
tore jumped on board the Zinita. The master of the
Zinita does not think that the Coimbatore sank, as his
vessel's way was stopped and the impact was very easy.
He concluded that no serious damage was done to
either vessel. The master of the Coimbatore shouted
after the collision, "Don't leave us, we are sinking."

COIMBATORE.—Adelaide, Jan. 31.—At the
Marine Board Inquiry recently held at Wallaroo, re-
garding the collision between the Coimbatore and
Zinita, Captain McDonald, of the latter vessel, stated
that the Zinita struck the Coimbatore in the port fore-
rigging with the bowsprit a long way above the hull.
The impact brought down the Zinita's topgallantmast
and bent her bowsprit. Captain McDonald continued:
—The Coimbatore passed on the starboard. The wires
were entangled for 3 or 4 minutes. I spoke to the
master, who asked me not to leave him as his vessel
was sinking. I told him I was putting a boat out and
asked him to do so too. We hove to and showed blue
lights at intervals. I never saw the Coimbatore's lights
after we hove to. The boat seen at 3 o'clock was
bottom up and not near enough to throw a line to.—
[See issue of Feb. 20.]

L.C. Jan. 16 1906

.. Feb 20. 1906

.. Mch. 6 1906

Number of Days out

from sailing +85 192
collision +41 148

COMMITTEE'S DECISIONS.

On Board — 16th May, 1906
Posted missing — 23rd May 1906

No. 3025

Minister Jansen (steam trawler) of Bremen, Dirks
 Tons 158 gross 44 net
 Geestemunde for North Sea Fishing Grounds

Application submitted

16th May 1906

REMARKS.

Subscribers making application

W. P. Tyser

Interested as Insurance Broker.

Owners

Deutsche Dampffischerei-Gesells. Nordsee
Nordenham

Cargo

Insurance effected at

Lloyds and Companies

On Vessel

On Cargo

Latest Account

Sailed from Geestemunde
for the North Sea Fishing
Grounds on the 4th March 1906

MINISTER JANSEN (s).—Nordenham, March 20.
 —Anxiety is felt for the safety of the steam trawler
 Minister Jansen, Dirks, which left March 4 for a fishing
 voyage in the North Sea.—Weser Zeitung.

L.L. March 23 1906

Crew:— 10

Apprentices

Number of Days out

72.79

COMMITTEE'S DECISIONS.

On Board — 16th May 1906
 Posted missing — 23rd May 1906

Florida ¹⁵¹ of Hamburg,

Tons 3440 gross 2237 net.

Singapore for Vladivostock

Application submitted

30th May 1906

REMARKS.

Subscribers making application

P.A. Simson ¹²⁴⁴⁵/₂₆

Interested as Broker

Owner

M. Jepsen
Reichenhof
Hamburg.

Cargo

Railway Material

Re - Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Singapore
for Vladivostock on the
9th Nov. 1905

FLORIDA (s).—London, Feb. 9.—The following is an extract of a letter received from Hamburg:—We regret to be obliged to inform you that we consider this steamer totally lost. According to *Lloyd's Weekly Shipping Index*, the vessel sailed from Singapore for Vladivostock on Nov. 9, 1905, and the shipowner has not heard of the vessel since.

L.L. Feb 10, 1906

Crew:—36.

Apprentices

Number of Days out

~~201~~ 208

COMMITTEE'S DECISIONS.

On Board - 30th May 1906
 Posted missing - 6th June 1906

No. 3027

Nicholas Thayer of Seattle, Wash, C.H. Jensen
 Tons 585 gross 555 net.
 Seattle for Seward, Alaska

Application submitted

20th June 1906

REMARKS.

Subscribers making application

L. W. Hammond & Co.
15487/06Interested as Insurance Brokers
for Cargo

Owners

Seattle Shipping Co.
Globe Block
SeattleOwners given in Register as Alaska Packers
Association, but Applicants forward a
B/L which Seattle Shipping Co. sign
as Agents of Vessel. They also sign
the letter giving latest information.

Confirmed by Lloyd's Agent Seattle. 162639/17206/06

Cargo

Lumber, merchandise and coal.

The Port of Registry is given in the Register
as San Francisco

Insurance effected at

Seattle, Wash, London &c } On Vessel

Liverpool & London } On Cargo

The whole of the cargo is insured in England
£800 at Lloyd's and £300 with the
Maritime Insurance Co. Liverpool

Latest Account

Sailed from Seattle
for Seward, Alaska, on the
10th Jan. 1906
Sailing confirmed by Lloyd's Agent Seattle
162639/17206/06San Francisco, March 15.—Considerable fear is felt
for the fate of the barque Nicholas Thayer, which
sailed from Seattle, Jan. 10, for Seward. The vessel
was loaded with a general cargo. She was also taking
a shipment of lumber and coal for Seward.—San
Francisco Daily Commercial News.

L.L. Mch 31. 1906

NICHOLAS THAYER.—Seattle, April 3.—News
of the finding of wreckage of a sailing vessel near
Kaguiak, Alaska, was brought to Seattle yesterday by
steamer Farallon. The wreckage is believed to be part
of barque Nicholas Thayer, which sailed from Seattle
for Seward, Jan. 10. The Nicholas Thayer carried 150
tons of coal, 425,000 feet of lumber, and 150 tons of
general merchandise.

L.L. Apr. 17. 1906

Crew:— 10

Apprentices

Number of Days out

160 167 174

COMMITTEE'S DECISIONS.

Deferred one week and for telegraphic
confirmation of sailing by Agent. — 20 June 06
On Board 27th June 1906
Posted Missing 14th July 1906

Scintilla of St John's (N.F.), Official Number 111643 Randell
 Tons 110 gross 100 net
 Naples & Gibraltar for St John's N.F.

Application submitted

27th June 1906

REMARKS.

Subscribers making application

G. J. Bowring & Co (Insurance) Ltd

Interested as Brokers

Owner

A. Lawrence
St. John's N.F.

Cargo

In ballast

Insurance effected at

Lloyd's &c

On Vessel

On Cargo

Latest Account

Sailed from Gibraltar
for St. John's N.F. on the
29th December 1905

Crew:—

6

Apprentices

Number of Days out

179 186

COMMITTEE'S DECISIONS.

On Board
Posted Missing27th June 1906
4th July 1906

No. 3029

E. Paulsen of Elsfleth, Schnieders, Tons 707 gross, 647 net
Hamburg for Montevideo & Buenos Ayres.

Application submitted

REMARKS.

15th Aug. 1906
Re-submitted 22nd Aug. 1906

Subscribers making application

A. C. Faber 20722/06

Barber & D'Ambrumenil 21141/06

Interested on behalf of Owners.

Interested as Brokers for part cargo.

Owner

Fr. Johannsen
Hamburg

Cargo

Merchandise
Chalk &c

Insurance effected at

Hamburg

On Vessel

Lloyd's & elsewhere

On Cargo

Messrs Barber & D'Ambrumenil have
insured 500 bags of chalk value £200.

Latest Account

Sailed from Hamburg
for Montevideo & Buenos Ayres
on the 24th Jan. 1906, and
from Cuxhaven on the
31st Jan. 1906

Crew:— 14

Apprentices

Number of Days out

195 202 209

COMMITTEE'S DECISIONS.

There being no insurable interest
in this country, the application
was declined — 15th Aug. 1906.

On Board — 22nd Aug. 1906
Posted Missing — 29th Aug. 1906

Cenric of Beaumaris, Official Number 120786, Tons 135 gross 98 net
Twillingate N.F. for Sydney C.B.

Application submitted

22nd Aug 1906

REMARKS.

Subscribers making application

Sedge Leigh & Humphrey ^{Wm} 1800/00

Interested as Brokers for Owners

Owners

Wm Thomas & Sons
Amlweb Port
Anglesey

Cargo

In ballast

Insurance effected at

Mutual Clubs

On Vessel

Lloyd's for £200

On Cargo

On Freight

Latest Account

Sailed from Twillingate N.F.
for Sydney C.B. on the 12th June
1906.

London, Aug. 14.—The owners of the British schooner Cenric, which arrived at Twillingate (N.F.), May 25, in answer to inquiry for latest news of the vessel, write from Amlweb, Aug. 11, that the Cenric sailed from Twillingate (N.F.) for Sydney (C.B.) on June 12 and has not since been reported.

CENRIC.—North Sydney, C.B., Sept. 1.—The Cenric has not arrived here. It was reported that she left Twillingate in company with the Arietis and that they were together until near Cape Race, when a north-east gale sprang up, and two hours afterwards there was no sign of the Cenric. The theory here was that probably the ballast shifted and that she went over.—
[See issue of Aug. 14.]

L.C. Aug. 14, 1906

" Sept. 15, 1906

Crew:— 5

Apprentices

Number of Days out

70 91 98 105

COMMITTEE'S DECISIONS.

Deferred three weeks - 22nd Aug 1906
Enquiries to be made of
Sydney C.B. to confirm non-arrival.
Deferred for letter from Sydney C.B. - 12th Sept
On Board - 19th Sept 1906
Posted missing - 26th Sept 1906

No. 3031

98 net
Rodenbek

of Hamburg, Wilschky

Tons 1736 gross 1602 net

Liverpool for Sydney N.S.W. and Newcastle N.S.W.

Application submitted

29th Aug. 1906

REMARKS.

Subscribers making application

The United Insurance Co Ltd.
21414/66

Interested as Underwriters on cargo.

Owners

Knöhr & Burchard Nfl
Neptun Haus
Hamburg

Cargo

General merchandise

Insurance effected at

London

On Vessel

On Cargo

Latest Account

1906
Sailed from Liverpool for
Sydney NSW and Newcastle NSW on the
23rd Jan. 1906, and was spoken on
the 12th Feb. 1906, in lat. 13 N. long. 27 W.Liverpool, June 5, 2 39 p.m.—Cable received in
Liverpool to-day from Sydney states:—No news of
Rodenbek.

G.L. June 6, 1906

Crew:— 21

Apprentices

Number of Days out

Aug 1906
from sailing 217 224
" speaking 197 204

COMMITTEE'S DECISIONS.

On Board — 29th Aug. 1906
Posted missing — 5th Sept. 1906

Ferdinand Fischer of Bremen, Arfmann

Tons 1777 gross 1673 net

Seelong for Queenstown f.o.

Application submitted

5th Sept. 1906

REMARKS.

Subscribers making application

A. B. Sedgwick & Co
22152
06

Interested on behalf of owner.

Owner

Herm. Danielsberg
P.O. Box 138
Bremen

Cargo

Wheat

Insurance effected at

Bremen

On Vessel

The Standard Fire &
Marine Insurance Co of
New Zealand.

On Cargo

payable in London. effected
in Melbourne

Latest Account

Sailed from Seelong
for Queenstown, for orders,
on the 3rd February 1906

Crew:— 20

Apprentices 3

Number of Days out

~~213~~ 227 234

COMMITTEE'S DECISIONS.

Deferred 14 days - 5th Sept. 1906
On Board - 19th Sept 1906
Posted missing - 26th Sept. 1906

No. 3033

Colombia of Tvedestrand, Oqvist, Tons 1281 gross 1202 net

Wallaroo for Falmouth f.o.
(South Australia.)

Application submitted

12th Sept. 1906.

REMARKS.

Subscribers making application

A. J. Alexander
(J. H. Fox & Co.) 22/18/06

Interested as Agent for Owners of cargo.

Owner

N. A. Rydersen
Sundet pr.
Boroen

Cargo

Wheat

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Wallaroo
for Falmouth for orders
on the 26th January 1906.

Crew:—

Apprentices

Number of Days out

~~228~~ 235

COMMITTEE'S DECISIONS.

On Board — 12th Sept. 1906
Posted missing — 19th Sept. 1906

Graphic of Jersey, Official Number 68776, William Denning
Tons 68 gross 60 net.
Jersey for Plymouth

Application submitted

10th Oct 1906

REMARKS.

Subscriber making application

E. F. James ^{24 10 1/2}Interested as Agent on behalf of the
Administrators

Owner

William Denning

The Owner was the Captain. The
letter accompanying the application
is signed by the Solicitor acting
for the Executors of Captain Denning

Cargo In ballast.

Captain Denning very recently purchased
the vessel from P. de Seeleur the
owner given in Lloyd's Register.

Insurance effected at

Lloyd's
(£200 against Total Loss only)

On Vessel

Nil

On Cargo

Latest Account

Sailed from Jersey for
Plymouth on the 14th September 1906

GRAPHIC.—London, Sept. 27. — News reached Jersey this morning that the body of Captain Denning, of the schooner Graphic, of Jersey, 60 tons, had been picked up off Portrieux. The Graphic left Jersey on the 14th inst. for Plymouth, and great fears have been entertained for her safety. She was caught in a heavy gale shortly after leaving Jersey.—Press Association.

L. L. Sept. 27 1906

Crew:—

Apprentices

Number of Days out

~~25~~ 53 60

COMMITTEE'S DECISIONS.

Deferred one month - 10th Oct. 1906
On Board - 7th Nov. 1906
Posted missing - 14th Nov. 1906

No. 3035

Jorgen Bang

of Grimstad, Danielson Tons 744 gross 675 net
 Sourabaya for Delagoa Bay.

Application submitted

24th Oct 1906

REMARKS.

Subscribers making application

Dumas & Wylie Ltd. ²⁶¹⁹⁹₀₁

Interested as having insured the cargo.

McIlwraith M. Eacharn & Co. Prop^{rs} Ltd. ²⁶²¹⁰₀₆

Interested as Charterers

Owner

J. Bang
Grimstad

The Sub. Agent at Grimstad forwards a letter from the Owner dated 23rd October 1906 in which he states he has no news. ²⁶⁶⁹³₀₆

Cargo

Teak Railway Sleepers

Insurance effected at

Agden Assuranceforening Grimstad

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sourabaya for Delagoa Bay on the 22nd March 1906 and passed Bali Straits previous to 29th March 1906.

Crew:— 12.

Apprentices

Number of Days out

215 222

COMMITTEE'S DECISIONS.

On Board

24th Oct 1906

Posted missing

31st Oct 1906

Seychelles, Jan. 30.—The wreck of the sailing vessel previously reported on Providence Bank was visited Aug. 3 and found to be lying in 6 feet water at low tide. The part of the hull remaining was only 12 or 14 feet in depth, and there was a complete absence of boats, rigging, masts, spars, anchors or chains. She had very fine lines, was North-country built, and six or seven years old. All her upper works had been destroyed. Length of keel 132 feet and at the beams 32 feet; supposed tonnage 1,200. 1,396 sleepers have been saved and many more will be recovered. A broken beam washed ashore on Providence Island is marked "N.B.—J.B.G.S.," and a sheet of copper is stamped "Ormsauer Kupur." A certain number of the salvaged sleepers are marked "J.B.E.M."—[Memo.: J.B.G.S. are the signal letters of the Norwegian vessel Jorgen Bang, which was posted missing in October last.]

L.R. Feb. 28, 1907

C. P. Dixon of New York, Leighton, Tons 717 gross 681 net
Philadelphia for Fajardo, P.R. Porto Rico.

Application submitted

14th Nov. 1906.

REMARKS.

Subscribers making application

Watson & Hampton 28267/06

Interested as having insured
the cargo.

Owners

Pendleton Bros.
130-132 Pearl Street
New York

Cargo

Coal

Cargo consisted of 1016 tons bituminous
coal valued at \$2794
There was no other cargo. *apl Phil^a 32653/06*

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

On Dec. 19 Messrs Watson & Hampton handed
in copy of telegram from Fajardo
received Oct. 12, 1906 in reply to an enquiry asking
C.P. Dixon & Watson & Hampton had arrived, which stated that the vessel had arrived.
On Jan. 30, Messrs Watson & Hampton handed
in Certificate from Deputy Collector of
Customs at Fajardo P.R. dated 7 Jan. 1907
certifying that vessel called C.P. Dixon had
not arrived at that port.

Latest Account

Sailed from Philadelphia No information concerning this
for Fajardo P.R. on the 30th Aug. 1906. Vessel has been published in
"Lloyd's List."

Sailing date obtained from the
"New York Maritime Register."

Crew:— 8

Apprentices

Number of Days out

75 +10 +52 159

COMMITTEE'S DECISIONS.

Deferred for infⁿ from Fajardo - 14th Nov. 1906
Deferred for later infⁿ from Fajardo - 19th Dec. 1906
On Board. - 30th Jan. 1907
Posted missing - 6th Feb. 1907

S. O. Co. No. 90.

No. 3037

(Barge) of New York Tons 1944 gross
1762 net

Port Arthur, Texas for New York - in tow

Application submitted

21st Nov. 1906

REMARKS.

Subscribers making application

Herbert Worsley

Willis Faber & Co. 288 34
06Interested as Broker for the Insurance
of the Hull

Owners

The Standard Oil Company of
New York, 26 Broadway
New York

Cargo

Oil

Insurance effected at

Lloyds and with
companies

On Vessel

On Cargo

The "S. O. Co. No 90" was equipped with
four sails:-Stay Sail
Fore Sail
Main Sail
Mizzen Sail.per letter from Standard Oil Co. dated New York
Dec. 4, 1906. forwarded by Messrs Willis
Faber & Co. Ltd. 31910
06.

Latest Account

Sailed from Port Arthur
(Texas) for New York on the
22nd September 1906, in tow of
Astral, and broke adrift 225
miles west Tortugas on 25th Sept. 1906.

Crew:- 9

Apprentices

NO. 90 (Standard Oil Company's barge).—London,
Oct. 2.—Following cablegram from New York:—Oil
laden, broke adrift from Astral, Sept. 25, 225 miles
west Tortugas; equipped wireless, as are other vessels
Standard Oil Company's Fleet. Several of their
steamers instructed look out for her.

L.L. Oct 2, 1906

The sailing from Port Arthur has not
been reported in Lloyd's

Number of Days out

from sailing 59 73 80
" breaking adrift 56 70 77

COMMITTEE'S DECISIONS.

Deferred 14 days — 21st Nov. 1906
On Board — 5th Dec. 1906
Ported missing — 12th Dec. 1906

Port Stephens (s) of London, Jolly, Official Number 10285
Tons 3554 gross 2278 net
Camara for Newcastle N.S.W.

Application submitted

28th Nov. 1906

Re-submitted

16th Jan. 1907 - See folio 41

Subscribers making application

Holmwood & Holmwood Ltd.
29655/26

Interested as Insurance Brokers to Owners

Owners

Anglo Australasian Steam Navigation Co. Ltd.
W. Milburn & Co. Managers
130 Fenchurch St. E.C.On Loss Book October 15
abandoned.~~Cargo~~

In Water Ballast

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account

Sailed from Camara
for Newcastle N.S.W. on the
1st October 1906 and was
abandoned on the 8th October 1906 in
lat. 49.21 S. long. 164.48 E. Shaft broken
Crew: - 33

Apprentices

Number of Days out

from sailing 57
" abandonment 50

REMARKS.

PORT STEPHENS (s).—Dunedin, Oct. 15, 3 20 p.m.—Port Stephens (s), Dunedin, Newcastle; crew landed here; propeller lost; abandoned at sea. All hands safe.

L.L. Oct. 15, 1906

London, Oct. 16.—Port Stephens (s): The owners are advised by the Union S.S. Co., of New Zealand, that they have sent their steamer Rakanoa in search of above steamer.

16, 1906

PORT STEPHENS (s).—London, Oct. 19.—Port Stephens (s): A telegram from Dunedin has been received as follows:—Abandoned Oct. 8, 49 21 S, 164 48 E. Tail shaft broken stern tube.

19, 1906

PORT STEPHENS (s).—London, Oct. 24.—In reply to telegram sent to Dunedin asking "was she leaking and what was cause of abandoning," the following has been received, dated Dunedin, Oct. 24:—No, unable repair and through scarcity of supply provisions.

24, 1906

PORT STEPHENS (s).—London, Oct. 25.—The Union Steamship Company of New Zealand's steamer Rakanoa, which went in search of the Port Stephens (s), returned without finding her.—Daily Express.—[See issue Oct. 18.]

26, 1906

PORT STEPHENS (s).—Liverpool, Nov. 1, 10 6 a.m.—Port Stephens (s): Telegram received in Liverpool, dated Dunedin, 31st, states Rakanoa returned unsuccessful, tug Champion, Newcastle, now searched (? searching).

Nov. 1, 1906

PORT STEPHENS (s).—London, Nov. 8.—Following cable received by owners:—Champion arrived, coaled, received orders and proceeded from Lyttelton, Oct. 26. Have no further news. All hope is abandoned finding Port Stephens.

9, 1906

PORT STEPHENS (s).—London, Nov. 22.—Owners advise that their tug Champion has arrived back at Newcastle from an unsuccessful search for the Port Stephens.

22, 1906

COMMITTEE'S DECISIONS.

Application declined - Vessel posted
28th Nov. 1906
on Loss Book.

No. 3039

Why Not of Liverpool, Official Number 35600, Condron
80 Tons register
Newport, Mon for Waterford.

Application submitted

5th Dec. 1906

REMARKS.

Subscribers making application

Arthur D. Bradford
30429
06

Interested as having effected the insurance on the vessel.

Owner

E. C. Jones
189 Regent Road
Liverpool

Owner has not forwarded letter but has signed form.

Cargo

Coal

Newport Red Ash Large House Coal
shipped by Messrs Budd & Co. of Newport Mon.
30620
06

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newport
Mon. for Waterford on
the 30th October 1906

Crew:— 5

Apprentices

Number of Days out

35 78 85

COMMITTEE'S DECISIONS.

Deferred 21 days — 5th Dec. 1906
On Board — 28th Dec. 1906
Posted missing — 2nd Jan. 1907

Milton of Liverpool N.S. Tons 379 gross 348 net. Official No 116584
Mantborn
Cienfuegos (Cuba) for Mobile (Alabama)

Application submitted
12th Dec. 1906

REMARKS.

Subscribers making application
G. I. Bowring & Co. (Insurance) Ld. Interested as Insurance Brokers
30798
26

Owner
J. A. Harlow
(Harlow & Kempton)
Milton
Queen's County, N. S.

Cargo
In ballast

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Cienfuegos
(Cuba) for Mobile (Ala.) on
the 19th Sept. 1906.

Crew :- 8
Apprentices

Number of Days out

~~83~~ 90

COMMITTEE'S DECISIONS.

On board - 12th Dec. 1906
Posted missing - 19th Dec. 1906

MILTON.—Halifax, N.S., Oct. 26.—British
Milton, captain Mantborn, from Cienfuegos
for Mobile, is supposed to have foundered in the recent
hurricane in the Gulf. She was in ballast.

MILTON.—New York, Oct. 24.—Milton, British
barquentine, from Cienfuegos, Sept. 18, for Mobile.
The New York agents of the barquentine Milton
believe that from the description of the capsized vessel
recently passed in the Gulf by Captain M'Intosh, of
the steamer Sabine, it is their vessel.

L. L. Nov. 9. 1906

L. L. Dec. 8. 1906

No. 3041

Anna M. Stammer of Moss Point (U.S.)
 Tons 420 gross 316 net
 Gulfport for Cartagena (I.A.)

Application submitted

2nd Jan. 1907

REMARKS.

Subscribers making application

E. J. Bowring & Co. (Insurance) Ltd.
 153
 07

Interested as Insurance Brokers of
 Hull policy

Owner

L. N. Dantzyler Lumber Co.
 Moss Point (Miss.)

The letter accompanying the
 application is signed by C. H. Bruce,
 Managing Owner.

Cargo

Insurance effected at

Lloyd's

On Vessel

£150.

On Cargo

Latest Account

Sailed from Gulfport
 for Cartagena (I.A.) on the
 11th Sept. 1906.

No information concerning this vessel
 has been published in "Lloyd's List."
 The sailing date is confirmed in the
 "New York Maritime Register."

Later

Crew:—

Apprentices

ANNA M. STAMMER.—London, Jan. 7.—The
 following cable has been received from New York
 respecting the Anna M. Stammer (schooner): Stammer
 derelict towed in Key West; informed underdeck
 cargo intact; salvors in possession.

L. L. Jan. 8. 1907

Number of Days out

112

COMMITTEE'S DECISIONS.

Deferred 14 days - 2nd Jan. 1907.
 Reported to Committee that vessel was
 towed in derelict - 9th Jan. 1907

Arcturus of Libau Grant, Tons 321 gross 289 net
Laguna for United Kingdom or Continent.

Application submitted

9th Jan. 1907

REMARKS.

Subscriber making application

Henry Dumas 1907

Interested as Insurance Broker
and Underwriter.

Owners

J. Markson & Grant
Libau

Cargo

Wood.

Insurance effected at

Unknown.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Laguna
for the United Kingdom or
Continent on the 21st Aug. 1906.

ARCTURUS.—Libau, Jan. 2, 12 12 p.m.—Telegram received from owners states:—No advices have been received from Arcturus after proceeding (since sailing).—[Memo. : Above relates to Arcturus (Russian schooner), from Laguna for United Kingdom.]

L.L. Jan. 3. 1907.

Crew:—

Apprentices

Number of Days out

~~140~~ 168 175

COMMITTEE'S DECISIONS.

Deferred one month - 9th Jan. 1907
On Board - 6th Feb. 1907
Posted missing - 13th Feb. 1907

No. 3043

Asa T. Stowell

of Providence R.I. Thompson.

Tons 420 gross 345 net

Pensacola for Havana.

Application submitted

16th Jan. 1907

REMARKS.

Subscribers making application

E. B. Hampton

Watson & Hampton 1172

Interested as Brokers

Owner

John H. Gady
122 Dorrance Street
Providence R.I.

Cargo

Lumber.

Insurance effected at

Boston Insurance Co. \$ 3500

Prov. - Washington Ins. Co. \$ 500

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Pensacola
for Havana on the 22nd Sept 1906.Owner states vessel sailed from Pensacola
on the 23rd September 1906 for Havana.

Crew: - 7

Apprentices

No information concerning this vessel
has been published in "Lloyd's List".
The "New York Maritime Register" published
the date of sailing - marked "missing" -
Name since removed from "New York
Maritime Register".

Number of Days out

115 129 136

COMMITTEE'S DECISIONS.

Deferred 14 days - 16th Jan. 1907
On Board - 30th Jan. 1907
Posted missing - 6th Feb. 1907

Port Stephens (s) of London, Official Number 102853.
A. G. Jolly, Tons 3554 gross 2278 net.
Oamaru N.Z. for Newcastle N.S.W.

Application submitted

16th January 1907

Subscribers making application

London Assurance Corp^y

S. Kennard Davis

Underwriter 1320/07

Owners

Anglo Australasian S. N. Co^y

W. Milburn & Co^y, Managers.

Cargo

In Water Ballast

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account

Sailed from Oamaru N.Z.
for Newcastle N.S.W. on the 1st October
1906, and was abandoned on the
8th October 1906, in latitude 49.21 S
longitude 164.48 E, shaft broken.
Crew:—33

Apprentices

Note. Crew saved.

Number of Days out

from sailing 106

" abandonment 99

REMARKS.

Interested as Underwriters on the
Hull.

On Loss Book, October 15,
abandoned.

At a Board of Trade Inquiry held at
Dunedin on the 17th October 1906, the board
found Master guilty of great error of
judgment in abandoning the vessel. (Inq. 700)

PORT STEPHENS (s).—Dunedin, Oct. 15,
3 20 p.m.—Port Stephens (s), Dunedin, Newcastle;
crew landed here; propeller lost; abandoned at sea.
All hands safe.

L. L. Oct. 15, 1906

PORT STEPHENS (s).—London, Oct. 16.—Port
Stephens (s): The owners are advised by the Union
S.S. Co., of New Zealand, that they have sent their
steamer Rakanoa in search of above steamer.

" " 16, 1906

PORT STEPHENS (s).—London, Oct. 19.—Port
Stephens (s): A telegram from Dunedin has been
received as follows:—Abandoned Oct. 8, 49 21 S,
164 48 E. Tail shaft broken stern tube.

" " 19, 1906

PORT STEPHENS (s).—London, Oct. 24.—In
reply to telegram sent to Dunedin asking "was she
leaking and what was cause of abandoning," the follow-
ing has been received, dated Dunedin, Oct. 24:—No,
unable repair and through scarcity of supply provisions.

" " 24, 1906

PORT STEPHENS (s).—London, Oct. 25.—The
Union Steamship Company of New Zealand's steamer
Rakanoa, which went in search of the Port Stephens (s),
returned without finding her.—Daily Express. [See
issue Oct. 15.]

" " 26, 1906

PORT STEPHENS (s).—Liverpool, Nov. 1,
10 6 a.m.—Port Stephens (s): Telegram received in
Liverpool, dated Dunedin, 31st, states Rakanoa re-
turned unsuccessful, tug Champion, Newcastle, now
searched (? searching).

" Nov. 1, 1906

PORT STEPHENS (s).—London, Nov. 8.—Follow-
ing cable received by owners:—Champion arrived,
coaled, received orders and proceeded from Lyttelton,
Oct. 26. Have no further news. All hope is abandoned
finding Port Stephens.

" " 9, 1906

PORT STEPHENS (s).—London, Nov. 22.—
Owners advise that their tug Champion has arrived
back at Newcastle from an unsuccessful search for the
Port Stephens.

" " 22, 1906

PORT STEPHENS (s).—Melbourne, Oct. 17.—The
barque Ravenscourt, from Newcastle for Callao, called
at Otago Heads on 15th inst. to land the crew of the
steamer Port Stephens, which left Oamaru on the 1st
inst. for Newcastle. Captain Jolly states the Port
Stephens left Oamaru on Oct. 1, and on 3rd they met
bad weather, and the tail shaft broke. They were then
in lat. 45 50. They drifted very fast, being quite help-
less, and on the 8th inst. had reached lat. 49 20, when
the Ravenscourt hove in sight. She took all the
steamer's company on board, the transfer being made
in the Port Stephens' boats.—[See issue of Nov. 22.]

" " 28, 1906

DECISIONS.

Vessel having been posted on Loss Book
Application declined - 16th Jan. 1907

No. 3045

Netherby of Liverpool, Official Number 93677, Charles Gibbons
Tons 1448 gross 1400 net.
Maryport for Talcahuano.

Application submitted

23 January 1907

REMARKS.

Subscribers making application

O. Bruce Trinder ¹⁸³⁵/₀₇

Interested as Broker.

Owners

L. R. Ritson & Co.
Maryport

Cargo

Steel Rails

Vessel had a full cargo of Steel Rails

Insurance effected at

Lloyds and Companies

On Vessel

On Cargo

Latest Account

Sailed from Maryport
for Talcahuano on the 21st June 1906
and was spoken on the 13th July 1906
in lat. 19N long. 25W, steering S.

Crew:— 18

Apprentices 6

Number of Days out

from sailing 215 229 236
" speaking 193 207 214

COMMITTEE'S DECISIONS.

Deferred 14 days - 23rd Jan. 1907
On Board - 6th Feb. 1907
Posted missing - 13th Feb. 1907

Theodor of Christiania, Gjertsen, Tons 2437 gross 2311 net.
Tampa for Yokohama.

Application submitted

30th Jan. 1907

REMARKS.

Subscriber making application

J. Matheson

27th 07

Interested as Broker

Owners

Johan Johanson & Co
Lysaker

Cargo

Phosphate

3180 Tons

Insurance effected in

Norway

On Vessel

Abroad

On Cargo

Charterers Profits insured at Lloyd's

Latest Account

Sailed from Tampa
for Yokohama on the
2nd March 1906.Owners state Vessel sailed
on 4th March 1906.

Crew:— 25

Apprentices

Number of Days out

333 340

COMMITTEE'S DECISIONS.

On Board — 30th Jan. 1907
Posted missing — 6th Feb. 1907

THE "MISSING" THEODOR. — Captain J. M'Donald, of the Leyland steamer Virginian, is understood to have sighted the Theodor on March 17, being 15 days after the last date in Lloyd's books. His log entry at the time read:—"Passed Norwegian four-masted barque Theodor, steering east, showing signals WDCP; light wind and clear weather; latitude 29 32 N., longitude 69 10 W." Captain M'Donald thinks that the letters "WDCP" refer to the Norwegian name of the barque. If so there must have been a mistake either in the signals hoisted or in the reading of them, for the signal letters of the Theodor were BDCP. The Virginian was bound from Liverpool for New Orleans, and at the time Captain M'Donald did not know to what port the Theodor was bound. When he read that she was bound for Japan, he realised that she was much out of her course, and from the position in which he saw her, and the course she was steering, her voyage to Japan would occupy many months longer than the normal time. Therefore, he thinks she is all right, and may be reported arrived at her destination any day. When he passed her she seemed in good seaworthy condition.

S. G. & L. L.
9 Feb. 1907

The

a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

No. 3047

Julia of Lowestoft, John M. Currach, Official Number 53272
69 Tons Register
London for Sunderland.

Application submitted

30th Jan. 1907

REMARKS.

Subscribers making application

Graham B. White

J. Hartley Cooper & Co. Lim ²⁸⁰⁸/₀₇

Interested as Insurance Broker.

Owner

Joseph Laidler

Custom House Quay
Sunderland.

Authority, Registrar General of Shipping & Seamen.

Cargo

Chalk

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from London
for Sunderland on the
5th Jan. 1907.

The only confirmation of the sailing of
the "Julia", received at Lloyd's, is contained
in the above extract from The Standard.

Crew:— 4

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

To last report from Sunderland ~~51~~ 58Deferred one month - 30th Jan. 1907To 30th January.

25

On Board -

27th Feb. 1907To 27th February

53

Posted missing -

6th Mch. 1907To 6th March

60

TELEFON (s).—St. Nazaire, Jan. 15, 12 23 p.m.—Norwegian steamer Telephone (? Telefon) reports having been in collision at sea off Whitby morning of Jan. 12 with another vessel name unknown. It is feared that the other vessel foundered as nothing could be seen of her after collision. Crew supposed drowned.

JULIA.—London, Jan. 22.—Grave fears are entertained at Sunderland by the owners of the schooner Julia, 140 tons, for the safety of their vessel, which left London for the Wear on Jan. 5 with ballasting of chalk, and has not been reported since. The foreign steamer Telefon has arrived at St. Nazaire, and reports having run down off Whitby, on Jan. 12, a small vessel, which sank at once. This it is feared was the Julia, which carried a crew of four. —Standard. — [See under Telefon (s) in issue of Jan. 17.]

L.L. Jan. 16, 1907

22, 1907

Helens of Sandeffjord, Busk, Tons 469 gross 435 net.
Trinidad for Stettin.

Application submitted

6th Feby 1907

REMARKS.

Subscriber making application

E. J. Previté³⁶⁸²₀₇

Interested as Owner of Cargo.

Owner

Grethe Andrea Røed
Sandeffjord

Cargo

Asphalt

Insurance effected at

Uninsured

On Vessel

Partly at Lloyd's } On Freight & outfit

Lloyd's

On Cargo

Latest Account

Sailed from Port of
Spain, Trinidad, on the
20th August, 1906 for Stettin

Crew:— 10

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

To last report from Stettin ~~182~~ 188 DaysDeferred 14 days - 6th Feb. 1907
On Board - 20th Feb. 1907
Posted missing - 27th Feb. 1907To 20th February 184To 27th February 191

No. 3049

Sleipner

(s) of Bergen, Norman,

Tons 1387 gross 860 net.

Tyne for Oporto.

Application submitted

6th Feb. 1907

REMARKS.

Subscriber making application

Chas Wright ³⁶⁸⁸/₀₇

On behalf of the Charterers

Owners

Vonderohe & Lund.
Bergen.

Cargo

Coal.

Steburn Main Gas Coal. Aft Newc.

⁴¹⁷¹/₀₇

Insurance effected at

Unknown

On Vessel

Unknown

On Cargo

Sunderland.

On Freight.

Latest Account

Sailed from Shields
for Oporto on the 22nd Dec 1906.

Crew:—

Apprentices

Number of Days out

~~45~~ 52.

COMMITTEE'S DECISIONS.

On Board —

6th Feb. 1907

Posted missing —

13th Feb. 1907.

London, Jan. 10.—Following telegram received from Bergen:—Sleipner left Newcastle, Dec. 22, bound Oporto, not arrived.

SLEIPNER (s).—London, Jan. 23.—A telegram from South Shields states that all hope has been practically abandoned for the safety of the steamer Sleipner, which left the Tyne Dec. 22 for Oporto. The owners have failed to learn anything concerning their vessel, and it is supposed she must have foundered in the Bay of Biscay during the gales which prevailed.—Daily Telegraph.

L. L. Jan. 11. 1907

23. 1907.

Giovanni (s) of Leghorn, Mengozzi Tons 1830 gross 1153 net
Sulina & Piræus for Leghorn, via Civita Vecchia.

Application submitted

13th Feb. 1907

REMARKS.

Subscribers making application

Ernest Capel-Cure ⁴⁰¹⁶/₀₇Interested as Insurance Broker on
part cargo (Re-insurance.)

Owner

Giovanni Nencioli
Leghorn.

Cargo

Wheat

Insurance effected at

On Vessel

Braila

On Cargo

Latest Account

Sailed from Sulina for
Civita Vecchia and Leghorn on the
1st Dec^r 1906, and from Piræus
on the 5th Dec^r 1906.

GIOVANNI (s).—Leghorn, Dec. 20.—Anxiety is
felt for the safety of the steamer Giovanni, of Leghorn,
Mengozzi, which left Taganrog about 15 days ago with
grain for Civita Vecchia and Leghorn, and afterwards
called at Piræus.—Genoa paper.

L.L. Dec. 24, 1907.

Crew:—

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

Days
from Piræus to last report }
from Civita Vecchia } 71

Do to 13th February 70Do to 20th February 77

On Board - 13th Feb. 1907.
Posted missing - 20th Feb. 1907

No. 3051

Daniel of St Nazaire, David, Tons 2677 gross 2221 net.

Bellingham, Washington for Delagoa Bay

Application submitted

13th Feb. 1907

REMARKS.

Subscribers making application

H. J. Mountain

4873
07

Interested as Broker.

Owners

Société Générale d'Armement
St. Nazaire

Cargo

Wood

1,764,000 superficial feet of wood
564 tons stone ballast.

Insurance effected at

Nantes & London

On Vessel

On Cargo

Latest Account

Sailed from Bellingham
Washington for Delagoa Bay
on the 3rd July 1906.

DANIEL.—Nantes, Feb. 9.—The master of the French barque Chateau d'If, which arrived at Havre, Jan. 12, from New Caledonia, reports that at 8 a.m. on Nov. 4, off the Falkland Islands, in lat. 51 S, long. 53 W, he sighted a three-masted sailing vessel fast in the ice. There were no signs of life on board, and the vessel had no yards or topgallantmasts, and was lying on her starboard side. The hull was apparently painted grey. On the same day between lat. 45 S, long. 50 W, and lat. 50 S, long. 60 W, a large number of logs, similar to those generally shipped at Oregon, were passed. The wreck is thought to be that of the Daniel, of St. Nazaire, which left Bellingham (Oregon), July 3, for Delagoa Bay, with logs.

L.L. Feb. 11 1907

Crew:— 26.
Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

To last report from Delagoa Bay ~~199 245~~
Days 255

Deferred one month - 13th Feb. 1907

" 13th February 223

On Board - 13th March 1907

" 13th March 253

Posted missing - 20th March 1907

" 20th March 260

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

George (s) of Cardiff. Official Number 99758, Hughes,
Tons 511 gross 242 net.
Garston for Dublin

Application submitted

20th Feb. 1907

REMARKS.

Subscribers making application

P. Wigham - Richardson & Co.
5096
07

Interested as brokers on Hull & Cargo

Owners

Michael Murphy Ltd.
3 Beresford Place
Dublin

Cargo

Coal.

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Vessel loaded under Coal tips 564 tons, 14 out of which
251 tons were shipped by the Rose Bridge &
Douglas Bank Collieries Co Ltd raised from their
Douglas Bank pits. The remainder, about
313 tons was "Trencherbone" Household
Coal, raised from the Bridgewater
Collieries, Worsley, near Manchester
shipped by Simpson, Davies & Sons, 17 Water Street
Liverpool. Sal. Ass. Lpl 35858
07

Latest Account

Sailed from Garston
for Dublin on the 29th Jan. 1907.

Cardiff, Feb. 4.—Anxiety is felt for the safety of the
steamer George, of 242 tons net register, owned by
Messrs. Michael Murphy (Limited), Cardiff, which left
Garston for Dublin at midnight on Tuesday last. In-
quiry was made at the offices of Messrs. Murphy, in
Dublin, on Sunday, and it was stated that there was no
news to hand concerning the steamer.—South Wales
Daily News.

L.L. Feb 5. 1907

Crew:— 12.

Apprentices

Number of Days out

Days

To last report from Dublin 20 27

To 20th February 22To 27th February 29

COMMITTEE'S DECISIONS.

On Board — 20th Feb. 1907
Posted missing — 27th Feb. 1907

No. 3053

Moravia (s)of Leith, Official Number 91079, W. J. Banks
Tons 1388 gross 872 net.

Burntisland for Flensburg

Application submitted

27th Feb. 1907

REMARKS.

Subscribers making application

James Duncan ⁶⁴⁸⁶/₀₇

Interested as owners agent.

Owner

James Cormack
7 John's Place
Leith

Cargo

Coal

Insurance effected at

Lloyd's and with
Mutual Associations.

On Vessel

Lloyd's and in
Liverpool.

On Cargo

"The cargo consisted mostly of coal supplied by the Fife Coal Co and a portion supplied by the Lochgelly Coal & Iron Co. I am informed by the Agents for these coals that they have never been known to generate gases that would lead to spontaneous combustion or explosion. On enquiry at the loading stevedores, the Moravia was in her usual good trim when she left the dock here." Extract from letter from Agent Burntisland, dated Feb. 26, 1907. ⁶⁶⁶⁶/₀₇

Latest Account

Sailed from Burntisland
for Flensburg on the 29th
January 1907, and was passed on
the 31st January 1907, in lat. 56.59N.
long. 0.31 E, steering ENE.

Crew:— 19

Apprentices Nil.

MORAVIA (s).—Flensburg, Feb. 8, 6 50 p.m.—
Moravia not yet arrived, no reports of her; is six days
overdue; vessel probably lost.

MORAVIA (s).—Elsinore, Feb. 9, 11 50 a.m.—
Moravia: Hanstholm and Hirtshals Signal Stations
report having seen nothing.

MORAVIA (s).—London, Feb. 15.—Moravia: The
owners telegraph from Leith, Feb. 15, 12 15 p.m., as
follows:—Danish steamer Scot reported passed Moravia
noon 31st., lat. 56 59 N, long. 0 31 E, steering ENE
apparently running six knots hourly, weather violent
NNE gale. Receiver Wreck Grimsby reports trawler
Australia landed ten copper tanks from two lifeboats
marked "Moravia, Leith," also saw quantity wreckage
about. Position wreckage about 130 miles NNE from
— (name place undecipherable).

L. L. Feb. 9, 1907

" " 15, 1907.

Number of Days out

Days

from when passed to last report from
Flensburg~~20~~ 27from when passed to 27th Feb. 27Do ——— 6th Mar. 34

COMMITTEE'S DECISIONS.

On Board

27th Feb. 1907

Posted missing -

6th Mch. 1907

Stag (s) of Newcastle, Official Number 675486, J. Jones, Tons 970 gross 471 net
Boness for Bremen

Application submitted

27th Feb. 1907

REMARKS.

Subscriber making application

Charles G. Kentsch ⁶⁶⁰⁰/₀₇

Interested as Insurance Broker.

Owners

The Screw Collier Co. Ltd.
J. Ridley Son & Tully Managers.
Newcastle-on-Tyne

Cargo

Coal

"Cargo consisted of $1223\frac{4}{20}$ tons Gas Coal
drawn from the following Colles.

viz $841\frac{10}{20}$ tons from Kinneil

$249\frac{1}{20}$ tons from Bannockburn

$132\frac{13}{20}$ tons from Climpy

We may mention that these brands of
Coal are shipped regularly from our
port for cargo." Sub-Agent Boness.

Insurance effected at

Lloyd's, Companies &
Mutual Clubs.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Boness
for Bremen on the 30th Jan.
1907.

Owners state vessel sailed on 29th Jan. 07.

Bremen, Feb. 8.—No later information has been
received here of the steamer Stag, which left Boness,
Jan. 30, for this port.

L. L. Feb. 11. 1907.

Crew:— 15

Apprentices

Number of Days out

Days

To last report from Bremen

~~27~~ 33

On Board —

27th Feb. 1907To 27th February

28

Posted missing —

6th Mch. 1907To 6th March

35

No. 3055

Elisabeth (s) of Hamburg, P. Traulsen. Tons 1475 gross 920 net
Methil for Hamburg.

Application submitted

13th March 1907

REMARKS.

Subscriber making application

Fred. B. Messenger 1907

Interested as Insurance Broker.

Owners

Sauber Gebr.
Hamburg

Cargo

Coal.

Insurance effected at

London

£ 17,150 ---

On Vessel

Magdeburg

£ 1115

On Cargo

"The cargo of coals she had on board consisted of the ordinary screened large and of washed smalls in separate holds 1070 and 920 respectively, which is rather under her usual dead weight cargo; and there is nothing in the nature of these coals that is dangerous, or known to be so. The bunker coal, about 120 tons, were of the Navigation quality usually supplied here, not known to be dangerous either." Agt. Methil 8233/07

Latest Account

Sailed from Methil
for Hamburg on the 19th Feby
1907.

ELISABETH (s).—Hamburg, Feb. 26.—The German steamer Elisabeth, Traulsen, which left Methil Feb. 19 for this port, with coals, has not yet arrived.—Borsen Halle.

L. L. Feb. 28, 1907

Crew:— 20.

Apprentices

Number of Days out

Days

To last report from Hamburg ~~20~~ 27" 13th March 22." 20th March 29

COMMITTEE'S DECISIONS.

On Board — 13th March 1907Posted missing — 20th March 1907

Walrus (steam dredger) *McDonald* Tons 1028
of Natal
Port Natal for Geelong

Application submitted

20th March 1907

REMARKS.

Subscriber making application

W. Lund 8902/07

Interested as a member of Lloyd's

Owner

Geelong Harbour Trust
- Holden, Chairman

Cargo

*In ballast**Had 653 tons of coal (fuel) on board.*

Insurance effected in

The Colonies

On Vessel

On Cargo

WALRUS (dredger).—*Melbourne*, Nov. 13.—The dredger *Walrus* is greatly overdue here from Durban. The Western Australian Government steamer *Penguin* has been searching for her in vain for ten days, and has now returned to Geraldton. All outward bound vessels have been asked to keep a look-out.—*Reuter*.

"L.L." Nov. 13, 1906

AUSTRALIAN SHIPPING NOTES

A MISSING DREDGER.

[FROM OUR OWN CORRESPONDENT.]

SYDNEY, Nov. 20.

All hope for the safety of the suction dredger *Walrus* has been abandoned. She is now nearly 100 days out from Durban, and even should she still be afloat her crew must long since have been starved, and her coal supplies completely exhausted. Having been bought in South Africa for the Geelong Harbour Trust, the vessel sailed from Durban on Aug. 13 for Geelong, via Western Australia, with 653 tons of coal and a stock of provisions sufficient to maintain her crew of 23 hands for 60 days. Just before commencing the voyage the master intimated his intention of following the course of latitude 29 S., and to make for Fremantle or Albany to replenish supplies of coal and food. Since leaving Durban, however, the *Walrus* has not been spoken or reported. Under ordinary conditions the little vessel should have reached Western Australia within 50 days. This period expired several weeks ago. Taken in connection with the loss of the dredger *Octopus*, which was also bought from the Natal Government by the Geelong Harbour Trust, and which sprang a leak a few hours after leaving Durban on Oct. 13, and was abandoned, three lives being sacrificed, an opinion is expressed in shipping circles generally that dredgers of the *Walrus* and *Octopus* class were never intended for a long sea voyage, and that they should have been prevented from sailing from South Africa for Australia.

"Shipping Gazette" Dec. 27, 1906

Latest Account

Sailed from Port Natal
for Geelong on the 13th Aug 1906

Crew:— 23

Apprentices

Number of Days out

Days

To last report from Geelong ~~179~~ 191*To 20th March* 219*" 27th March* 226

COMMITTEE'S DECISIONS.

On Board — 20th March 1907*Posted missing* — 27th March 1907

No. 3057

Hautot of Rouen, Guernsey, Tons 2704 gross 2256 net
 Ichio (New Caledonia) for Glasgow.

Application submitted

20th March 1907

REMARKS.

Subscribers making application

Howard Stouder & Partners Ltd
 Alex. Freeland
 Director

Interested as Director's Managers' Agents

Owners

Compagnie Rouennaise de Transports Maritimes
 (St Prentout Leblond & E. Leroux, Managers)
 Rouen

Cargo

Nickel ore

Insurance effected at

Paris & Rouen

On Vessel

Paris

On Cargo

In a letter addressed to Messrs Howard Stouder & Partners Ltd, Messrs St Prentout Leblond & E. Leroux write from Rouen under date 15 March 1907 "Hautot. We do not think any portion of the insurance on this vessel, either ship or cargo came to England."

Latest Account

Sailed from Ichio (New Caledonia) for Glasgow on the 4th July 1906.

Crew:— 26.

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

To last report from Glasgow 25th 264

On Board -

20th March 1907" 20th March

259

Posted missing -

27th March 1907" 27th March

266

Eliza of Dublin. Official Number 52514 *F. Tyrrell*
 Tons 215 gross 174 net.
 Dublin for Lossiemouth & Perth

Application submitted

3rd April 1907.

REMARKS.

Subscriber making application

R. R. Coleman 9880/07

Interested as broker on cargo.

Owner

F. Tyrrell
Bridge House
Arklow.

Cargo

*Manure**Manure in bags.*

Insurance effected at

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Dublin
for Lossiemouth & Perth on the
2nd March 1907.
Sailing confirmed by Agt. Dublin 10030/07

Crew:—

Apprentices

ELIZA.—*London, March 11.*—With reference to the report telegraphed from Stornoway on the 6th inst. that a vessel laden with bags of manure branded "Goldinning Cork and Dublin" had been totally lost at Stockinish, Harris, inquiries have been made of Messrs. W. and H. M. Goulding, manufacturers of chemical manures, at Dublin, Cork, &c., whether they have any information to identify the name of the vessel referred to. A letter from Messrs. W. and H. M. Goulding, Dublin, received this morning states that they loaded the Eliza on March 1 for Lossiemouth and Perth, and they are afraid that this is the vessel referred to, as they had no other vessel going that way. The bags in the cargo were branded "Gouldings Cork & Dublin."

Dundee, March 11.—The wreck at Stockinish, South Harris, is now identified as the three-masted schooner Eliza, belonging to Arklow (Ireland), with a cargo of manure, from Dublin, bound for Lossiemouth and Perth. It appears that the vessel struck on a rock some distance from the land, as part of the cargo was found a good distance from the scene of the wreck, it no doubt having been thrown overboard to get the vessel refloated, and then the ship came inshore and sank in about 12 fathoms of water.

Stornoway, March 13.—Wreckage consisting of spars, pieces of sails, &c., and part of a deck with beams attached marked (letters cut in) "certified chart space 300/100 tons, Chart locker 75/100 tons, Certified accommodation 1 seaman, Certified for the accommodation of master—use of crew," have come ashore on and since March 6 at the south end of the island of Stockinish, near East Tarbert, Harris, Hebrides. A large number of bags of bone manure, marked "Goldinning, Cork and Dublin," are to be seen at low water among the rocks in the vicinity of the wreck.—[See Eliza in issue of March 14.]

ELIZA.—*London, April 6.*—In reply to inquiry as to the name of the vessel wrecked at Stockinish, South Harris, the owner of the schooner Eliza writes from Arklow under date of April 4 as follows:—"I am quite sure it is the Eliza, as her name has come ashore."—[See issue of March 12.]

L.L. Mch 11, 1907

12, 1907

15, 1907

Apl. 6, 1907

Number of Days out

To 3rd AprilDays
32." 24th April

53

" 1st May

60

" 8th May

67

COMMITTEE'S DECISIONS.

Deferred three weeks - 3rd April 1907Deferred one week - 24th April 1907On Board - 1st May 1907Posted Missing - 8th May 1907

No. 3059

Ormsary

of Greenock, Official Number 117376, Thomas Coath

Tons 2251 gross 2099 net
Caleta Caloso (Chile) for Antwerp.

Application submitted

10th April 1907

REMARKS.

Subscribers making application

J. Gordon Young 10689/07

Interested as Broker on Hull.

Owners

Ormsary Ship Co. Ltd.
(Lang & Fulton, Managers)
Greenock

Cargo

Nitrate

Insurance effected at

Lloyd's

On Vessel

Lloyd's & Companies

On Cargo

Latest Account

Sailed from Caleta
Caloso^{Chile} for Antwerp on the
13th Sept^r 1906.

London, Feb. 28. — The owners telegraph from Greenock, Feb. 28, 10 25 a.m.:—Ormsary:—We traced rumour of reported speaking to Antwerp newspaper "Scaldis," but after inquiries found same to be error. —[See Antwerp paragraph.]

Antwerp, Feb. 27, 2 45 p.m.—Ormsary: Rumour spoken in Channel not confirmed. Western Monarch has not spoken any vessel since Horn.—[Memo.: The above telegram is in answer to inquiry whether Lloyd's Agent could confirm report that above vessel had been spoken in the Channel.]

L.L. Feb. 28, 1907

Crew:— 21

Apprentices 5

Number of Days out

Days

To last report from Antwerp ~~208~~ ~~222~~
229To 10th April 209" 24th April 223" 1st May 230

COMMITTEE'S DECISIONS.

Deferred 14 days - 10th April 1907On Board - 24th April 1907Posted missing - 1st May, 1907

Augusta ^(s) of Sandeffjord, H. Christensen Tons 3610 gross 2363 net

Narvik for Rotterdam.

Application submitted

17th April 1907

REMARKS.

Subscribers making application

P. A. Simson ^{109⁸⁷}

Interested as broker having effected insurance on chartering commission
Charterers are:- Mess^{rs} L. Possehl & Co
Lubeck!

Owner

Acties. Dpsk. Augusta
P. A. Gron
Sandeffjord.

Cargo

Iron Ore

About 6000 tons

Insurance effected at

On Vessel

Unknown.

On Cargo

London & Provincial Ins^{ce} CoOn Chartering
Commission

Latest Account

Sailed from Narvik
for Rotterdam on the
19th Jan. 1907.

Crew:- 26.

Apprentices

Number of Days out

Days

To last report from Rotterdam ~~87~~ 94" 17th April

88

" 24th April

95

COMMITTEE'S DECISIONS.

On Board -

17th Apr. 1907

Posted missing -

24th Apr. 1907

Drontheim, Feb. 9.—It is reported from Leika that a lifebelt, marked "Augusta," and a barometer, &c., have been found at Hortensvaer.

L. L. Feb. 14, 1907

Sandeffjord, Feb. 11.—Further wreckage consisting of a cabin door, a looking-glass frame, a deck stanchion with brass bands, bearing the name Augusta, &c., has drifted ashore at Helligvaer and Givaer. The steamer Kronprins Olav has been sent out from Drontheim to make a search for the vessel.

" " 15. 1907

Drontheim, Feb. 16.—A nameboard, marked "Auricula," and a lifebuoy, marked "Merkur," have been found during the search for further traces of the steamer Augusta.—[See paragraph under Sandeffjord in issue of Feb. 15.]—[Memo.:—With reference to above the owners of the Auricula (s), of London, write that their steamer is now in the port of London, and has not been in the neighbourhood mentioned for some years.]

" " 21, 1907

Narvik, Feb. 18.—Wreckage from the Norwegian steamer Augusta has been picked up at Vigten, Helligvaer and Skreven. On a piece of wood found at Givde, off Bodo, there is said to be written in English:—"This I write in my last hour." It is believed that the steamer was driven ashore and afterwards knocked to pieces on one of the outer rocks off Vigten, on the coast of Helgeland.

" " 25. 1907

Drontheim, Feb. 21.—Wreckage from the steamer Augusta has drifted ashore at Moskenaes, in the Lofotens.

" " 26 1907

No. 3061.

Luise Horn(s) of Lubeck, F. Joerk, Tons 1326 gross
828 net.

Shields for Tromso.

Application submitted

17th April 1907

REMARKS.

Subscriber making application

Chas. S. Hentsch ¹¹¹⁰⁰/₀₇

Interested as Insurance Broker on Cargo.

Owner

H. C. Horn
Schleswig

Cargo

Coal

"was laden with Bowers West Hartley
Steam Coal"
Aq. Newc. ¹¹²⁶⁷/₀₇

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Shields
for Tromso on the 2nd
March 1907.

Paris, March 18.—A telegram from Tromsø, Norway, to the *Petit Journal* says:—It is feared that the German steamer *Luise Horn*, which left Newcastle with a cargo of coal at the end of February for the Norwegian port, has been lost with her crew of 25 men.—*Dalziel*.

L. L. Mar. 18. 1907

LUISE HORN (s).—Tromsø, March 23.—The whaling steamer *Mathilde* has been chartered to search for the German steamer *Luise Horn*, as hope is still entertained that the steamer may possibly have drifted ashore north of here.—[See issue of March 18.]

" 28. 1907

LUISE HORN (s).—Lubeck, April 4.—The salvage steamer *Achilles*, which was chartered to search for the German steamer *Luise Horn*, has been unable to find any trace of her.—[See issue of March 28.]

" Apl. 9 1907

LUISE HORN (s).—Christiania, April 8.—A life-buoy, marked "*Luise Horn*, Schleswig," was picked up April 2 near Noksund, Vesteraalen. Three weeks ago a derrick drifted ashore near Senjen.—[See issue of April 9.]

" 12. 1907

Crew:— 17

Apprentices

Number of Days out

Days

To last report from Tromso 31

17th April 4624th April 53

COMMITTEE'S DECISIONS.

On Board — 17th April, 1907Posted missing — 24th April, 1907.

Jack Snipeof Kirkwall, Official Number 108247. James
Sandison, 75 Tons register
Kirkwall for Bridgeness, Firth of Forth.

Application submitted

8th May 1907.

REMARKS.

Subscribers making application

W. Ward Smith
13537
07

Interested as insurer of hull.

Owner

Benjamin Swanson
Geramont House
Sanday, Orkney

Cargo

Stone & Clay

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Kirkwall
for Bridgeness (Firth of Forth)
on the 8th March 1907.

Reported by Agent Kirkwall.

JACK SNIPE.—Kirkwall, March 22.—Anxiety is
felt for the safety of the schooner Jack Snipe, which
left this port March 8 for Bridgeness.L. L. 20th March, 1907Agt. Kirkwall
9579
07

Crew:— 5

Apprentices

Number of Days out

To 8th MayDays
6115th May

68

COMMITTEE'S DECISIONS.

On Board

8th May 1907.

Posted missing -

15th May 1907.

No. 3063

Henriette of Wyk-on-Fohr, Chr. Lorenzen, Tons 103 gross 8 net.
Warkworth Harbour for Wyk-on-Fohr.

Application submitted

3rd July 1907

REMARKS.

Subscribers making application

Turness Withy & Co. Ltd.
17548/07

Interested as Brokers for cargo insurance.

Owner

Chr. Lorenzen.

The Owner was the Captain. The letter accompanying the application is signed by Chr. Lorenzen's widow.

Cargo

Coal.

"Broomhill West Hartley Screened coals, which is non-gaseous, and is largely used for House and Steam purposes. This vessel has traded with the same coal for many years between Wyck and this port." Agent Warkworth 17692/07

Insurance effected at

Rendsburg

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Warkworth Harbour for Wyk-on-Fohr on the 16th April 1907

HENRIETTE.—Wyk-on-Fohr, April 25.—Fears are entertained for the safety of the schooner Henriette of this port, Lorenzen, which left England, April 14, for Wyk-on-Fohr with a cargo of coals.

L.C. May, 1, 1906

HENRIETTE.—Wyk, Fohr, May 3.—The schooner Henriette, about whose safety fears are entertained, had left Warkworth April 16 for this port.—[See issue of May 1.]

" May 6, 1906

Wyk-on-Fohr, May 6.—The steam trawler King James has picked up a boat marked "Henriette, Wyk-auf-Fohr," in the North Sea, about 115 miles NE by E of Spurn, and landed it at Grimsby.—[See Henriette in issue of May 6.]

" May 8, 1906

Crew:— 5.

Apprentices

Number of Days out

Days.

To last report from Wyck-on-Fohr 74

3rd July

78

10th July

85

COMMITTEE'S DECISIONS.

On Board

3rd July 1907

Posted missing

10th July 1907

Athene

(steam yacht)

of Glasgow, Mac Laughlan Tons 85 gross 33 net.

Official Number 164617

Greenock for Madeira & Buenos Ayres

Application submitted

10th July 1907

REMARKS.

Subscribers making application

A. S. Pembroke ¹⁸¹⁴⁵/₀₇

Interested as Broker

Owner

Mr. J. Stein
Buenos Ayres

Owner's temporary address:

c/o Philipps Mars
Schweinfurt
Bavaria

Cargo

Nil

According to Lloyd's Register of Yachts, Mr. E. Craig is the Owner, but Lloyd's Agents at Greenock in reply to an enquiry as to who owned the "Athene" wrote as follows:— On enquiry at the Agents we find the Owner was Mr. J. Stein of Buenos Ayres, when the vessel left here for that port on 29th April last. ¹⁸²⁵³/₀₇

In a memorandum attached to the application H.M. Customs at Stranraer describe Mr. Craig as late owner.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Greenock
for Madeira & Buenos Ayres
on the 29th April 1907

Crew:— 7
Apprentices

ATHENE (steam yacht).—London, July 4.—On May 18 H.M. Customs at Stranraer reported to the owner at Glasgow, of the steam yacht Athene, that a small boat bearing that name had washed ashore in the Stranraer district.

ATHENE (steam yacht).—London, July 16.—Much anxiety is felt in Glasgow for the safety of the steam pleasure yacht Athene, commanded by Captain M'Laughlan, and owned by Mr. James Stein, of Buenos Ayres, which left the Clyde on April 24 for Buenos Ayres. She was expected to call for coaling purposes at Madeira, but nothing has been heard of her since she departed from the Clyde.—Daily Telegraph.—[See issue of July 5.]

L.L. July 5, 1907

" July 16, 1907

Number of Days out

Days

To last report from Madeira ~~63~~ ~~84~~ 9210th July

72

24th July

86

31st July

93

COMMITTEE'S DECISIONS.

Deferred 14 days -

10th July 1907

On Board -

24th July 1907

Posted missing -

31st July 1907

No. 3065

Dulverton

(3) of Cardiff, Official Number 115385, David Davies

Bahia Blanca for Antwerp (via Cape Verdes or Canary Islands)

Application submitted

24th July 1907

Subscriber making application

E. S. Holman

19501
07

REMARKS.

Interested as Insurance Broker.

Owner

William James Tatem
Bute Docks
Cardiff

Cargo

Wheat.

Insurance effected at

Lloyds and with
the Companies

On Vessel

On Cargo

Latest Account

Sailed from Bahia Blanca
for Antwerp via Cape Verdes
or Canary Islands on the
13th April 1907 and was last
seen on the 15th April 1907.

Crew:— 25

Apprentices 4

Number of Days out

Days

To last report from Cape Verdes Is. 106
(from when last seen)

(from when last seen) Canary Islds. 106.

From when last seen to 24th July 100do 31st July 107

On Board

Posted missing

24th July 1907.31st July 1907

THE OVERDUE DULVERTON.

POSITION OF UNDERWRITERS.

A peculiar and almost unique point in regard to marine insurance arises in the case of the steamer Dulverton, now very much overdue on a passage from Bahia Blanca to Antwerp. The question really is as to whether her loss—assuming, of course, that nothing further is heard of her—should attach to the original policy, or to the policy which came into operation shortly after she left Bahia Blanca. The facts of the case, briefly, are these: The Dulverton sailed from Bahia Blanca on April 13 for Antwerp. On the following day the steamer Lesreaulx passed her, at which time the Dulverton's engineers were making some slight repairs to machinery, but the captain of the Dulverton signalled that he would be all right in half-an-hour. Within that time, reports the captain of the Lesreaulx, the Dulverton was following his vessel at full speed. The Lesreaulx kept the Dulverton in sight until the next day (April 15), and as darkness set in those on the Lesreaulx could only see the Dulverton's smoke, as she was steering more to the N.E. That was the last that has been seen of the Dulverton. At the time the two steamers were in sight of each other the weather was fine and the sea smooth, but on April 18, 19, and 20 the Lesreaulx experienced a storm. The foregoing particulars are from the log-book of the Lesreaulx, dated April 15, 8 p.m. Summarised they indicate that up to Bahia Blanca lightvessel at darkness on April 15 there was nothing wrong with the "slight repairs to machinery" Dulverton, and with the prevailing fine weather from an hour." Within that date to April 18 there was nothing to suggest that full speed, and we kept the overdue steamer met with a casualty soon after April 15, and as darkness spassing out of sight of those on the Lesreaulx. The reason for absolute exactness in regard to date, time, and weather conditions will be realised when it is stated that the original time policy on the Dulverton expired at noon on April 16; that is and 20th of April we experie to say, some 16 or 18 hours after the Lesreaulx from log-book April 15 at 8 had her, or at least her smoke, in sight. A new policy, coming into operation at noon on April 16, had been taken out. If she is not heard of again, to which policy will the loss attach? When last seen the vessel was all right, and for some three days afterwards fine weather prevailed. There is, of course, no absolute proof that nothing serious happened to the steamer whilst the original policy covered the risk. In all probability some of the underwriters on the original policy will also be on the new policy. To them it is immaterial when or where the ship met disaster. In any event, Dulverton in reply to inquiry if she does not turn up, they will have to bear firm reported speaking:—their proportion of the loss. But it is a different matter for those who were interested in only one of the policies. For example, an underwriter who had subscribed his name only to the first policy might urge that in all probability the ship was quite safe until noon on April 16, the hour on which the new policy came into operation. On the other hand, a ship is held to be missing from the time that she was last reported, and on that ground the underwriters of the new policy might argue that they were not responsible for the settlement of the claim, but that the loss should attach to the first policy. In that event the underwriters on the second policy would be receiving premiums for a year in respect of which there could be no claim, because the ship had been lost.

DULVERTON (s).—master of the steamer Lesreaulx of the steamer Dulverton o Agent at Gloucester, in May 29:—Lesreaulx sailed two days out from Plate D engines.

DULVERTON (s).—Extract of letter received from Lesreaulx experienced a storm. The foregoing dated Sharpness, June 3:—steamer on April 14 at 1 April 15, 8 p.m. Summarised they indicate that up to Bahia Blanca lightvessel at darkness on April 15 there was nothing wrong with the "slight repairs to machinery" Dulverton, and with the prevailing fine weather from an hour." Within that date to April 18 there was nothing to suggest that full speed, and we kept the overdue steamer met with a casualty soon after April 15, and as darkness spassing out of sight of those on the Lesreaulx. The reason for absolute exactness in regard to date, time, and weather conditions will be realised when it is stated that the original time policy on the Dulverton expired at noon on April 16; that is and 20th of April we experie to say, some 16 or 18 hours after the Lesreaulx from log-book April 15 at 8 had her, or at least her smoke, in sight. A new policy, coming into operation at noon on April 16, had been taken out. If she is not heard of again, to which policy will the loss attach? When last seen the vessel was all right, and for some three days afterwards fine weather prevailed. There is, of course, no absolute proof that nothing serious happened to the steamer whilst the original policy covered the risk. In all probability some of the underwriters on the original policy will also be on the new policy. To them it is immaterial when or where the ship met disaster. In any event, Dulverton in reply to inquiry if she does not turn up, they will have to bear firm reported speaking:—their proportion of the loss. But it is a different matter for those who were interested in only one of the policies. For example, an underwriter who had subscribed his name only to the first policy might urge that in all probability the ship was quite safe until noon on April 16, the hour on which the new policy came into operation. On the other hand, a ship is held to be missing from the time that she was last reported, and on that ground the underwriters of the new policy might argue that they were not responsible for the settlement of the claim, but that the loss should attach to the first policy. In that event the underwriters on the second policy would be receiving premiums for a year in respect of which there could be no claim, because the ship had been lost.

DULVERTON (s).—ference to report of stea sighted by King Idwal June 15), Lloyd's Agent at telegraphs as follows:—King Idwal, little credence Captain states sighted res 8th May; about 1,000 mi describe Tatem's funnel w

Following telegram received from Lesreaulx:—Dulverton in reply to inquiry if she does not turn up, they will have to bear firm reported speaking:—their proportion of the loss. But it is a different matter for those who were interested in only one of the policies. For example, an underwriter who had subscribed his name only to the first policy might urge that in all probability the ship was quite safe until noon on April 16, the hour on which the new policy came into operation. On the other hand, a ship is held to be missing from the time that she was last reported, and on that ground the underwriters of the new policy might argue that they were not responsible for the settlement of the claim, but that the loss should attach to the first policy. In that event the underwriters on the second policy would be receiving premiums for a year in respect of which there could be no claim, because the ship had been lost.

Shipping Gazette
June 12, '07

ay 30, 1907

re 4, 1907

re 15, 1907

re 17, 1907

No. 3065

Dulverton ⁽³⁾ of Cardiff, Office

Bahia Blanca for Antwerp

Application submitted

24th July 1907

Subscribers making application

E. J. Holman

Owner

William James Tatem
Butt Docks
Cardiff

Cargo

Wheat.

Insurance effected at

Lloyds and with
the Companies

On Vessel

On Cargo

Latest Account

Sailed from Bahia Blanca
for Antwerp via Cape Verdes
or Canary Islands on the
13th April 1907 and was last
seen on the 15th April 1907.

Crew:— 25

Apprentices 4

Number of Days out

Days

To last report from Cape Verdes Is. ~~99~~ 106
(from where last seen)

(from when last seen) Canary Islds. ~~99~~ 106.

From when last seen to 24th July 100.

do ————— 31st July 107

COMMITTEE'S DECISIONS.

On Board - 24th July 1907.

Posted missing - 31st July 1907

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

Nicaraguan (S) of Liverpool Official Number 99347
 C. E. Shacklock Tons 3643 gross 2386 net
 Tampa & Norfolk Va for Dublin

Application submitted

21st Aug. 1907

REMARKS.

Subscribers making application

J. F. Matheson 21st 3rd 07.Interested as Insurance Broker
for Cargo

Owners

Frederick Leyland & Co. 1900 Ltd.
27 & 29 James Street
Liverpool

Cargo

Phosphate

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Norfolk Va
8th June 1907 for Dublin and
passed Cape Henry on the
same day

Crew:— 45

Apprentices

Number of Days out

Days

To last report from Dublin 71

21st August.

74

28th August

81

COMMITTEE'S DECISIONS.

On Board

21st Aug 1907

Posted Missing

28th Aug 1907

No. 3067

Dundonald

of Glasgow Official number 99121.

J Thorburn Tons 2205 gross 2115 net
Sydney, N.S.W. for orders U.K. Cont B/H

Application submitted

4th September 1907.

REMARKS.

Subscriber making application

Samuel R. Boag 22523
07

Interested as Agent for Owners & Brokers.

Owner

Kerr Newton & Co
34 West George Street
Glasgow

Cargo

Wheat

3610 Tons in bags

Insurance effected at

London & Glasgow

On Vessel

On Cargo

London, Nov. 30.—A clerk to a London firm, who had a brother on board the Dundonald, has received a cable from Bluff (N.Z.), dated Nov. 30, 4 p.m., as follows:—
"Rescued Charlie": Charlie being his brother's name. This information, it is thought, may be of interest.—
[Memo.: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

L.L. Nov. 30, 1907.

DUNDONALD.—Bluff, N.Z., Dec. 1, 5 p.m.—
Dundonald, British ship, Sydney (N.S.W.) for Falmouth, wrecked and totally lost, ship and cargo, at Auckland Islands March 6. Part of crew saved and landed here. Fifteen of the crew saved. Captain drowned.—[Memo.: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

Dec. 2, 1907.

DUNDONALD.—Invercargill, Dec. 4, 2 50 p.m.—
Dundonald: Names of the saved:—Maclaughlin, Knudson, Findlow, Walters, Judge, Querfeldt, Eyre, Putz, Marine, Pull, Grattan, Stewart, Ellis, Roberts, Ivimey.

Dec. 4, 1907.

Latest Account

Sailed from Sydney
N.S.W. for orders U.K. Cont.
B/H on the 16th February 1907

WRECK OF THE DUNDONALD.

NINE MONTHS ON A DESERT ISLAND.

CHRISTCHURCH (N.Z.), Dec. 1.

After enduring many hardships, 15 members of the crew of the British barque Dundonald have been rescued by a scientific expedition which has just returned from Auckland Islands. The Dundonald left Sydney on Feb. 7 for Falmouth, with a cargo of wheat. She was wrecked on Disappointment Island, which is one of the outlying islands of the Auckland group, on March 6. Sixteen members of the shipwrecked crew managed to scale the overhanging cliffs from the top of the masts of the Dundonald, but Captain Thorburn, his son, aged 16, and ten members of the crew perished by drowning. The mate, who got ashore with his comrades, died afterwards of exposure. He was buried at Port Ross.

For nearly five months the castaways lived on mollymawks, seals, and roots. On July 31 the party visited the Auckland Islands in a canvas skiff which they had constructed. They searched for the Government provision depot there for nine days without success. A second attempt was made in September, however, and resulted in the discovery of the eagerly sought provisions, and the remainder of the castaways were rescued in the depot boat.

The skiff which the sailors constructed for the voyage from Disappointment Island to the Auckland Islands was wonderfully made. The canvas was stitched with bird bones for needles, and the wood was shaped by means of fire. In this frail craft the voyage performed was a wonderful feat of navigation for such stormy latitudes. The survivors are now apparently enjoying good health.—
Standard Correspondent, L.L. Dec. 2, 1907

Boys also carried

COMMITTEE'S DECISIONS.

Board

4th September 1907

ferred 7 days

11th September 1907

ferred 14 days

18th September 1907

ted missing

2nd October 1907

Crew:— 28

Apprentices —

Number of Days out

199

206

213

To 2nd October

227

No. 3067

Dundonald

of Glasgow Official number 99121

J Thorburn Tons 2205 gross 2115 net
Sydney N.S.W. for orders U.K. Cont B/H

Application submitted

4th September 1907.

REMARKS.

Subscribers making application

Samuel R. Boag 22523
07

Interested as Agent for Owners & Brokers.

Owner

Kerr Newton & Co
34 West George Street
Glasgow

Cargo

Wheat

3610 Tons in bags

Insurance effected at

London & Glasgow

On Vessel

London, Nov. 30.—A clerk to a London firm, who had a brother on board the Dundonald, has received a cable from Bluff (N.Z.), dated Nov. 30, 4 p.m., as follows:—
"Rescued Charlie": Charlie being his brother's name. This information, it is thought, may be of interest.—
[Memo: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

L.L. Nov. 30, 1907.

DUNDONALD.—Bluff, N.Z., Dec. 1, 5 p.m.—
Dundonald, British ship, Sydney (N.S.W.) for Falkland Islands March 6. Part of crew saved and here. Fifteen of the crew saved. Captain [Memo: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

Dec. 2, 1907.

DONALD.—Invercargill, Dec. 4, 2 50 p.m.—
aid: Names of the saved:—Maclaughlin, Findlow, Walters, Judge, Querfeldt, Eyre, arine, Pull, Grattan, Stewart, Ellis, Roberts,

Dec. 4, 1907.

Latest Account

Sailed
N.S.W. for order
B/H on the 16th

"NOMOS"
ANTI-CORROSION AND ANTI-FOULING
COMPOSITIONS
FOR COATING THE BOTTOMS OF STEAMERS, ETC.
For List of Vessels Coated and of Agents' addresses, and other information, apply to the Sole Manufacturers,
H. L. BRUCE and Co.,
at the Customs' Fund Offices, Custom House, London, E.C.

At a moderate charge at ROTTERDAM
put your business into the hands of
H. V. D. HALL
108, 109, 118, and 122, BOOMPJES.
Address for letters or telegrams, c/o "Hall, Rotterdam," which will be delivered immediately on ship's arrival, day or night. Tugboats always lying ready.

TIMBER MEASURING
CUSTOMS' FUND.
COMPLET STAFF OF MEASURERS in the PRINCIPAL PORTS.
Special arrangements made for others where the amount of business will not permit of an established Office.
INSTRUCTIONS for MEASURING NORWAY MINING TIMBER should state whether the 113 or 114 divisor is to be used. Please insert in Charter and Contracts per "CUSTOMS' FUND MEASURE" or "CARGO TO BE MEASURED BY CUSTOMS' FUND OFFICERS."

Crew:— 28

Apprentices —

3 Boys also carried

Number of Days out

199

206

213

To 2nd October 227

COMMITTEE'S DECISIONS.

On Board

4th September 1907

Deferred 7 days

11th September 1907

Deferred 14 days

18th September 1907

Posted missing

2nd October 1907

Guianaof Haugesund; T. Hoie. Tons 1299 gross 1207 net
Mobile for Bahia Blanca

Application submitted

11th September 1907.

REMARKS.

Subscribers making application

W. E. Hargreaves ²³⁰⁷²/₀₇
(Messrs C. J. Bowring (Insurance) Ltd.)Interested as Insurance Broker
of cargo.

Owner

K. Høgh Hørrig
Haugesund
Norway

Cargo

Lumber

937,500 feet (in & over)

Insurance effected at

On Vessel

Lloyds London Companies

On Cargo

Latest Account

Sailed from Mobile
for Bahia Blanca on the
19th March 1907.

Crew:—

16

Apprentices

Number of Days out

To last report from Bahia Blanca ~~162~~
183 ~~180~~" 11th September

175 days

" 25th September

189

" 2nd October

196

COMMITTEE'S DECISIONS.

Deferred 14 days 11th Sept 1907On Board - 25th Sept. 1907Posted missing - 2nd Oct. 1907

No. 3069

Silberhornof Liverpool, Official Number 87953, J. B. Warren
Tons 1923 gross 1774 net
Newcastle N. S. W. for Iquique.

Application submitted

6th November 1907

REMARKS.

Subscriber making application

K. L. Bilbrough
Messrs A. Bilbrough & Co^o
2696¹/₀₇Interested as an Insurance Broker having effected
in London Insurances on the Hull and Freight
of the vessel.

Owners

Chas. E. De Wolf & Co^o
28 Brunswick Street
Liverpool

Cargo

Coal

Duckenfield Colliery

Insurance effected at

London & Liverpool

On Vessel

No information on this
point.

On Cargo

Letter from Board of Trade (33683/08.
re Search by H.M.S. "Shearwater")
dated San Francisco 5 Aug 1908

L.L. Nov. 28, 1907.

Latest Account

Sailed from Newcastle
N. S. W. for Iquique on the
12th June 1907 and was reported
spoken on the 16th July 1907, in
lat. 40 S long 140 W.

Crew:— 19

Apprentices 4

DORIS.—London, Nov. 19.—Information has been
received from Iquique to the effect that the Doris, of
Liverpool, Stephens, had encountered a terrific gale
July 21, when sails, &c., were sacrificed, boats, bul-
warks, &c., stove, and main deck beams and stanchions
broken.

L.L. Nov. 20, 1907

London, Oct. 5.—Owners telegraph from Liverpool,
Oct. 5, as follows:—Received following cable from
Iquique: Silberhorn spoken, all well, July 16, 40 S,
140 W.

L.L. Oct. 5, 1907

Messrs A. Bilbrough wrote under date 19th Nov 1907
"we hear from the owners that they
have received a letter from their Agents at
Iquique stating that the vessel which
was reported missing on the 12th June 1907
was the "Doris" of Liverpool,
Stephens (Captain Stephens)" 28604/07

COMMITTEE'S DECISIONS.

Number of Days out

Days

To last report from Iquique ~~10~~ ~~109~~ 121Deferred 14 days — 6th Nov. 1907From reported speaking to last
report from Iquique ~~16~~ ~~75~~ 87On Board — 20th Nov. 1907From reported speaking to 6th Nov. 113
do do 20th " 127
do do 27th " 134Posted missing — 27th Nov. 1907To 6th Nov (from sailing) 161
" 20th " (— do —) 161
" 27th " (— do —) 168Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

Gatesgarth (s) of Liverpool, Official Number 110645, J.H. Lloyd.
Tons 1742 gross 983 net.
Partington, Manchester Ship Canal for Penarth Dock.

Application submitted

24th Dec^r 1907

REMARKS.

Subscribers making application

H. B. Sedgwick ³¹⁵⁷⁸₀₇

Interested as Broker.

Owners

Rea Shipping Co Ltd.
A. L. Rea, Manager
Liverpool

Cargo

Coal

2227 tons 12 cwt of Gas Coal.
Lloyd's Agents at Manchester in answer
to enquiry, state that the Gatesgarth
left Partington for Penarth at 4.35 pm
on the 3rd Dec. 1907 with a cargo of
Yorkshire Gas Coal for the Cardiff
Gas Co. ³¹⁸¹²₀₇

Insurance effected at

London & Liverpool Under
and Companies. } On Vessel

Lloyd's } On Cargo

Latest Account

Sailed from Partington,
Manchester Ship Canal for Penarth
on the 3rd December 1907 and was near
Bardsey on the 4th December 1907.

London, Dec. 10.—Two tugs have been sent in search
of the Liverpool coasting trader Gatesgarth, which
should have arrived at Penarth from Liverpool last
Thursday. It is hoped that she may be sheltering
somewhere along the Welsh coast.—Daily Chronicle.
London, Dec. 10.—Gatesgarth (s): The owners
telegraph from Liverpool, Dec. 10, 1.14 p.m., as fol-
lows:—Gatesgarth sighted near Bardsey during after-
noon fourth. We hear this morning that lifebuoy with
name Gatesgarth picked up Portmadoc harbour yester-
day, ninth.

L.C. Dec. 10, 1907.

Crew:— 19

Apprentices Nil.

Number of Days out

Days

From sailing to 24th Dec^r 21From when sighted to 24th Dec^r 20From sailing to 1st Jan. 29From when sighted to 1st Jan 28

COMMITTEE'S DECISIONS.

On Board — 24th Dec. 1907.Posted missing — 1st Jan 1908

No. 3071

Rosa of Salcombe, Official Number 51309 74 tons register, T. Collins
Guernsey for Portland

Application submitted

8th Jan. 1908

REMARKS.

Subscribers making application

Gedge Leigh & Humphery ^{9th}

Interested as Brokers

Owners

A. & F. Manuelle
57 Gracechurch Street
London.

Cargo

Granite

Insurance effected at

Lloyd's

On Vessel

Uninsured

On Cargo

Latest Account

Sailed from Guernsey
for Portland on the 13th
December 1907.Sailing confirmed by Lloyd's Agent Guernsey ¹⁹⁰⁷₀₈

Crew:— 5

Apprentices

Number of Days out

Days

From sailing to 8th Jan.

26

— do — 22nd Jan

40

— do — 5th Feb.

54

— do — 12th Feb.

61

COMMITTEE'S DECISIONS.

Deferred 14 days — 8th Jan 1908" 14 days — 22nd Jan 1908On Board — 5th Feb. 1908Posted missing — 12th Feb. 1908

London, Dec. 16.—A telegram from Bournemouth states that during the heavy gale on Saturday morning a schooner of about 200 tons was seen half a mile from Durlstone Head, steering for Needles Passage. When about four miles east of Peveril Ledge she was observed by coastguards to disappear suddenly. The Swanage lifeboat was launched, but on getting near the scene of the disaster nothing could be seen.

ROSA.—Poole, Dec. 19, 3 41 p.m.—Boat picked up at Sandbanks name "Rosa, Salcombe." Expect this from vessel foundered off Swanage last Saturday.—[See London under "Miscellaneous" in issue of Dec. 16.]

London, Dec. 20.—A boat has been washed ashore at Poole sandbanks with the words "Rosa, Salcombe," on the side. A vessel bearing this name left Guernsey last Wednesday week laden with cracked stones for Portsmouth, and it is now thought probable that this is the craft which foundered off Swanage on Saturday.—Daily Telegraph.

L. L. Dec. 16. 1907

" " 20 1907

No. 3072

Grindon Hall

(s)

of Cardiff,
R. Burt,Official Number 119978
Tons 3721 gross 2380 net

Sulina for Glasgow.

Application submitted

8th Jan, 1908

REMARKS.

Subscriber making application

J. Wishart
709/8

Interested as Insurance Broker,

Owners "Grindon Hall" L.T. Co. Ltd
Edw^d Nicholl & Co.
Cardiff

Cargo

Maize & Barley

5517 English tons maize and barley,
and 540 tons bunker coal.

Insurance effected at

Lloyds & Companies

On Vessel

Lloyd's

On Cargo

A letter received from the Owners dated 8th Jan^y 1908 states telegram received from Pera "Austrian Str "Kelet" arrived today found 6th Jan^y 15 miles off Varna, smashed lifeboat "Grindon Hall"

London, Dec. 30.—Grindon Hall (s): The managing owners of above steamer state that she sailed from Sulina about 6 p.m., Dec. 4, for Glasgow, since which no news has been received of her. From inquiries owners have made they are of opinion that she has never passed the Bosphorus.

Yenidjami, Constantinople, Dec. 30, 3.40 p.m.—Grindon Hall (s) reported left Sulina Dec. 4, not heard of since.

Yenidjami, Constantinople, Dec. 31, 10.15 a.m.—Grindon Hall not passed Kavak.

GRINDON HALL (s).—London, Jan. 1.—In reply to an inquiry, the owners of the steamer Grindon Hall write from Cardiff, under date of Dec. 31:—It is reported by our other steamer and by the steamer Lydford that very serious weather was encountered in the Black Sea between Dec. 4 and Dec. 7 or 8. The Lydford was five days coming from Novorossisk to the entrance of the Bosphorus. It is our opinion that the Grindon Hall has struck either a derelict or some sunken wreckage, or has been in collision with some other vessel, both sinking.

GRINDON HALL (s).—Yenidjami, Constantinople, Jan. 8, 1.30 p.m.—Kelet reports having picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

GRINDON HALL (s).—London, Jan. 9.—The owners received yesterday the following telegram from Constantinople:—Austrian steamer Kelet, arrived today, found Jan. 6, 15 miles off Varna, smashed lifeboat Grindon Hall.

L. L. Dec. 30, 1907

" " 31, 1907

" Jan. 1, 1908

" Jan 8, 1908

" Jan. 9, 1908

Latest Account

Sailed from Sulina for
Glasgow on the 4th Dec^r 1907

Crew:— 23

Apprentices 3

Number of Days out

From sailing to 8th Jan. 35

Days

" 15th Jan 42.

On Board

8th Jan. 1908

Posted missing

15th Jan. 1908

DECISIONS.

No. 3072

Grindon Hall

(s)

of Cardiff,

R. Burl,

Official Number 119978

Tons 3721 gross 2380 net

Sulina for Glasgow.

Application submitted

8th Jan. 1908

REMARKS.

Subscriber making application

J. Wishart
709/8

Interested as Insurance Broker

Owners "Grindon Hall" L.L. Co. Ltd

Edw. Nicholl & Co.

Cardiff

Cargo

Maize & Barley

5517 English tons maize and barley
and 540 tons bunker coal.

Insurance effected at

Lloyds & Companies

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sulina for
Glasgow on the 4th Decr 1907

Crew:— 23

Apprentices 3

Number of Days out

From sailing to 8th Jan. 35

Days

" 15th Jan 42.

A letter received from the Owners dated 8th Jan. 1908 states telegram received from Pera "Austrian Str "Kelet" arrived today found 6th Jan 15 miles off Varna, smashed lifeboat "Grindon Hall"

London, Dec. 30.—Grindon Hall (s): The managing owners of above steamer state that she sailed from Sulina about 6 p.m., Dec. 4, for Glasgow, since which no news has been received of her. From inquiries owners have made they are of opinion that she has never passed the Bosphorus.

Yenidjami, Constantinople, Dec. 30, 3 40 p.m.—Grindon Hall (s) reported left Sulina Dec. 4, not heard of since.

Yenidjami, Constantinople, Dec. 31, 10 15 a.m.—Grindon Hall not passed Karak.

GRINDON HALL (s).—London, Jan. 1.—In reply to an inquiry, the owners of the steamer Grindon Hall write from Cardiff, under date of Dec. 31:—It is reported by our other steamer and by the steamer Lydford that very serious weather was encountered in the Black Sea between Dec. 4 and Dec. 7 or 8. The Lydford was five days coming from Novorossisk to the entrance of the Bosphorus. It is our opinion that the Grindon Hall has struck either a derelict or some sunken wreckage, or has been in collision with some other vessel, both sinking.

GRINDON HALL (s).—Constantinople, Jan. 8, 1 30 p.m.—Kelet the picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

GRINDON HALL (s).—Constantinople, Jan. 8, 1 30 p.m.—Kelet the picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

GRINDON HALL (s).—Constantinople, Jan. 8, 1 30 p.m.—Kelet the picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

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No. 3073

Laurak Bat

(s) of Bilbao, de Ortugar, Tons 2183 gross 1263 net.

Tyne for St. Nazaire.

Application submitted

22nd Jan. 1908

REMARKS.

Subscribers making application

A. G. Pembroke
1826
08

Interested as Agent for Owners

Owners

Compañia de Navegación 'Bat'
Carlos Hoppe & Cia
Bilbao

Cargo

Coal.

" Durham Unscreened Gas Coal."
The coal was all of the same nature, but
consisted of parcels from different Collieries.
Aghnewcastle
2151
04

Insurance effected at

Paris, Bilbao & Rotterdam

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Shields for
St. Nazaire on the 4th December
1907, and passed Dover on the
6th December 1907.London, Dec. 19.—An unsigned telegram from Nantes,
dated Dec. 18, 5 43 p.m., states: Laurak Bat not
arrived, not signalled.—[Memo.: The above is pre-
sumed to be in reply to a telegram sent yesterday to
Lloyd's Agents at Nantes and St. Nazaire to inquire
whether the above steamer had arrived.]

L. L. Dec 19 1907

LAURAK BAT (s).—Madrid, Dec. 21.—It is
feared that the steamer Laurak Bat, which left New-
castle Dec. 6, has been lost. The captain of the
steamer Plencia, which left Bilbao on the same date,
says the Laurak Bat was sighted in the Channel. The
weather was bad, and she had a heavy list to port. No
news has since been received of her, and it is thought
that she must have capsized.—Daily Telegraph.
Madrid, Dec. 22.—The
loss of the steamer Laurak Bat is now confirmed.—
Daily Telegraph.

" 23, 1907.

Crew:— 19

Apprentices 1

Number of Days out

	From sailing to	Days
	29 th Jan, 22nd	49 56
" passing "	" 27th	57 54

COMMITTEE'S DECISIONS.

On Board	22 nd Jan 1908
Posted missing	29 th Jan 1908

Munin (s) of Haugesund, A. Utne, Tons 1163 gross 690 net
Kotka for Ghent

Application submitted

22nd Jan. 1908

REMARKS.

Subscriber making application

A. Bilbrough 1822
08Interested as to the Insurances effected ^{at Lloyd's}
on Freight, Bunkers etc.

Owner

B. Stolt-Nielsen
Haugesund

Cargo

Boards, Deals & Battens

About 480 Stds. Boards & about 13 Stds Deals
& Battens, and 281 tons of Water ballast.

Insurance effected at

Bergen with Bergens Damps
Assuranceforening

On Vessel

Lloyd's — — — — —

On Freight
Bunkers &cGöthenburg with the
Sjöförsäkrings Aktiebolaget "Sauthiod."

On Cargo

Latest Account

Sailed from Kotka for
Ghent on the 14th December 1907Lloyd's List gives date of sailing as
Dec. 12.

Crew:— 16

Apprentices nil

Number of Days out

Days

From sailing to 22nd Jan. 39— do — 5th Feb. 53— do — 12th Feb. 60

COMMITTEE'S DECISIONS.

Deferred 14 days — 22nd Jan. 1908On Board — 5th Feb. 1908Posted missing — 12th Feb. 1908

Ghent, Dec. 30, 5 48 p.m.—Has not arrived. Is ten days overdue. [Memo.—The above is in answer to inquiry asking whether the Munin (s) had arrived.]

MUNIN (s).—Haugesund, Feb. 8.—On one of the south islands of Aaland, near Kokar, a body has been found washed up. In the coat pocket a letter was found addressed to Anthon Sivertsen, care of Captain Utne, steamer Munin. Near the body were found the remains of a 22-foot long boat, containing a glove marked "RL" and a stocking marked "JH." These articles probably belonged to the steamer's second mate Rasmus Lindo, and second engineer, Johannes Hermanssen, respectively. Anthon Sivertsen was a seaman on board the vessel. It is supposed that the Munin stranded near Dagerort, Dago, and that the crew having taken to the boats were driven northward by gales.

L.L. Dec 31, 1907

.. Feb. 12, 1908

No. 3075

Neptune

(s) of Dundee, Official Number 118738, Junior

Tons 364 gross 99 net

Garston for Par

Application submitted

29th Jan. 1908

REMARKS.

Subscribers making application

Morice & Beck ²⁸⁶⁴/₀₈

Interested as Brokers for insurance on Hull.

Owners

Nicol Steamship Co. Ltd.
D. & J. Nicol, Managers
Dundee.

Cargo

Coal

Tons	cwt		
134	10	House coal from the West Lea Colliery	
204	4	Do Lathams Rose Bridge Colliery, Park Lane Wigan.	
63	7	Do Garswood Coal & Iron Co, Park Lane Colliery, Wigan.	
Total	402	1	and about 40 tons bunkers.

Insurance effected at

Lloyd's & Companies

On Vessel

Lloyd's

On Cargo

At Lloyd's	£ 5150
Union Marine	1000
Marine Insurance Co.	500
British & Foreign	500
London Assurance	250
World	100
Policy Value	<u>£7500</u>

Latest Account

Sailed from Garston
for Par on the 1st Jan. 1908

NEPTUNE (s).—Glasgow, Jan. 15.—Neptune (s), owned in Dundee, is considerably overdue on a voyage from the Mersey to Par. No report of the vessel has been received since she left the Mersey in the beginning of January, with coal.—[Another report states that the Neptune (s) left the Mersey Jan. 1.]

L.L. Jan. 16 1908.

Crew:— 9

Apprentices nil

Number of Days out

From sailing to 29th Jan 28 Days— do — 5th Feb. 35

COMMITTEE'S DECISIONS.

On Board - 29th Jan. 1908Posted missing - 5th Feb. 1908

Arthur Sewall of Bath, Me., Gaffry, Tons 3209 gross 2919 net.
Philadelphia for Seattle

Application submitted

29th Jan. 1908.

REMARKS.

Subscribers making application

E. J. Bowring & Co. (Insurance) Ltd
John B. Wimble,
Director 272³/₀₈

Interested as Insurance Brokers for Hull & Freight.

Owners

Arthur Sewall Company
Bath, Me

Cargo

Coal.

3281 tons of Consolidation Company's
George's Creek Coal, and
1619 tons of Anthracite Coal.
4900 tons. Total cargo.

Insurance effected at

Lloyd's, London Companies
7.75

On Vessel

On Cargo

Latest Account

Sailed from Philadelphia
for Seattle on the 30th March 1907
and from Delaware Breakwater
on the 3rd April 1907.

London, Nov. 6.—Arthur Sewall, Delaware Break-
water, April 3, to Seattle:—Lloyd's Correspondent at
Liverpool, in reply to inquiry as to the origin of a
report that the above vessel had arrived off Cape
Flattery, telegraphs as follows: Understand rumour
received here by cable from New York.

L. L. Nov. 6 1907

Crew:— 28

Apprentices

Number of Days out

Days

From Del^{ware} Breakwater to last report
from Seattle ~~290~~ 287

Do ————— to 29th Jan. 301

Do ————— 5th Feb. 308

COMMITTEE'S DECISIONS.

On Board — 29th Jan. 1908.Posted missing — 5th Feb. 1908.

No. 3077

Devon

(stream trawler) of Milford, Official Number 112464, A Taylor
Tons 181 gross 46 net.
Milford for Fishing Grounds.

Application submitted

29th Jan. 1908.

REMARKS.

Subscriber making application

S. Wishart 3011/08

Interested as Insurance Broker on
Hull and Machinery.

Owners

Sellick, Morley & Price
Milford Haven.

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Messrs Hartley Cooper & Co forward following
extract from letter from Owners dated 22nd Jan. '08.
"We looked for her return on Sunday last (Jan 19)
or at latest on Monday morning's tide. We have
made enquiry throughout the Milford Haven
Fishing Fleet but no vessel has seen her since
she sailed.

We understand from the Skipper's wife that it was
his intention to go to the fishing grounds lying about
260 miles West of St. Annes, he had aboard about
95 tons coal sufficient to last 19/20 days and
about 16/17 days food." 3345/08

Latest Account

Sailed from Milford
Haven for Fishing Grounds
on the 2nd January 1908 and
was seen 250 miles west of
St Annes on the 6th January 1908

Crew:— 9

Apprentices

Number of Days out

Days

From sailing to 29th Jan. 27
Do 5th Feb. 34
Do 12th Feb. 41
Do 19th Feb. 48
From when seen to 29th Jan. 23
Do 5th Feb. 30
Do 12th Feb. 37
Do 19th Feb. 44

DEVON (steam trawler).—Cardiff, Jan. 24.—Much
anxiety is felt at Milford Haven concerning the steam
trawler Devon. The vessel left Milford Docks for sea
on the night of Jan. 2 last, and in the ordinary course
would have returned with her cargo of fish in about
14 days from that date.—*South Wales Daily News*.

DEVON (steam trawler).—Milford Haven, Jan. 27,
12.40 p.m.—Steam trawler Devon missing, left for
fishing grounds Jan. 2. Sailing trawler Daysprite
reports having seen her boat on the 11th inst., 63 miles
N by E of the Longships, badly stove in.

DEVON (s).—Milford Haven, Jan. 27.—The steam
trawler Devon, which left here Jan. 2, was seen on the
fishing grounds, 250 miles west of St. Annes, at mid-
day Jan. 6.

DEVON (steam trawler).—London, Feb. 4.—Devon
(steam trawler): The following are the contents of two
letters received from the owners, dated the 1st and
2nd inst. respectively:—We are this day advised by the
Receiver of Wrecks at Runcorn that a lifebuoy belong-
ing to the Devon was picked up at Conway Bar Buoy.
The second lifebuoy of this ship was picked up on
30th ult. at Newborough, Anglesea.

COMMITTEE'S DECISIONS.

Deferred one week - 29th Jan. 1908.
for enquiry re length of voyage)

Deferred one week - 5th Feb. 1908.

On Board - 12th Feb. 1908

Posted missing 19th Feb. 1908.

Pellegrina C. of Genoa. Bolgiano, Tons 1534 gross 1411 net.
Newcastle N.I.W. for Antofagasta.

Application submitted

5th Feb. 1908.

REMARKS.

Subscribers making application

Aukland Aukland & Co.
3748
08

Interested as Insurance Brokers on Cargo

Owner

D. Olivari
Camogli
Italy

Cargo

Coal.

2100 Tons from Duckenfield Colliery.

Insurance effected at

On Vessel

London.

On Cargo

Latest Account

Sailed from Newcastle N.I.W.
for Antofagasta on the 31st
July 1907.

Crew:— 18

Apprentices nil.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last date from Antofagasta 150

On Board — 5th Feb. 1908.— Do — 5th Feb.

189

Posted missing — 12th Feb. 1908.— Do — 12th Feb.

196

No. 3079

Alice H.

of Faversham Official Number 71447 Tons 199 gross 175 net.

E. W. Payne.

Southampton for Llanelly

Application submitted

19th Feb. 1908.

REMARKS.

Subscribers making application

Chas. Wright ⁴⁶¹⁵/_{08.}

Interested as Insurance Broker for cargo.

Owners

John Taylor & Son
J. W. Taylor, Manager
Sunderland.

Cargo

Loam.

Insurance effected at

Whitstable Mutual Assoc.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Southampton
for Llanelly on the 16th December 1907
and was sheltering off Lymington
on the 23rd December 1907.
Sailing confirmed by Agent Southampton.
Crew:— 7 (about)
Apprentices nil

ALICE H.—Whitstable, Feb. 11.—Anxiety is felt for the safety of the Alice H., which left Southampton with a cargo of 250 tons foundry loam, for Swansea, and which was reported by the master, by letter, dated Dec. 23, as anchored at Jack in the Basket (I.W.)

Whitstable, Feb. 20.—The master of the schooner James Fisher, now here, reports that on the afternoon of Dec. 25, when about five miles east of Wolf Rock, he was in company with a vessel which he took to be the Alice H. He further states that the other vessel continued on the starboard tack (wind ESE, a gale) till she was hull down, and having regard to the severity of the wind he is of opinion that the vessel must have been blown out to sea.—[See issue of Feb. 12.]

Ghent, Feb. 24.—The master, Moyses, of the schooner Swift, of Fowey, reports:—Brought up off Lymington on the evening of Dec. 23. Saw a brigantine also at anchor which I took to be the Alice H., but could not read name. She got under way at 9 a.m., Dec. 24, and proceeded through Needles Passage; wind about ESE.—[See issue of Feb. 21.]

L.L. 12th Feb. 1908" 21st Feb. 1908" 25th Feb. 1908

Number of Days out

Days.

From sailing to 19th Feb. ~~65~~ 72.

COMMITTEE'S DECISIONS.

On Board. —

19th Feb. 1908

Posted missing —

26th Feb. 1908From off Lymington to 19th Feb. ~~58~~ 65

Grafton (barge) of Fall River, Griffiths, Tons 531 gross, 464 net.
Philadelphia for Fall River.

Application submitted

26th Feb. 1908

REMARKS.

Subscriber making application

Herbert Worsley ⁵³⁵⁸/₉₈Interested as Broker for Insurance of
Hull.

Owners

Staples Coal Company
1 Broadway
New York

Cargo

Coal

850 Tons bituminous coal.

Insurance effected at

Lloyd's and
London Companies

On Vessel

On Cargo

MATANZAS (barge).—London, Jan. 28.—Barges Matanzas, Fall River, Grafton (Staples Coal Company):—The following cable message has been received from New York:—All coal laden, in tow of Concord, broke adrift storm, night Jan. 23, about 30 miles from Montauk Point. Matanzas' crew removed by passing steamer. Later Concord found Matanzas rudderless, lost her again storm, night Jan. 26. Concord, Waltham left Newport to-day search; all expect find Matanzas.

L. L. Jan. 29. 1908

Latest Account

Sailed from Philadelphia for Fall River, Mass. on the 21st January 1908, in tow, and broke adrift from tug on the 24th January, 1908, off Montauk Point.
Crew:— 3

Apprentices Nil

The "New York Journal of Commerce" states vessel cleared at Philadelphia on 21st Feb. for Pawtucket.

The Agent at Philadelphia has been asked to confirm sailing date and voyage.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From breaking adrift to last report from Fall River 24

Deferred 14 days -

26th Feb. 1908

do

do

6th Mch 1908

42

On Board -

11th March 1908

Do

to 26th Feb

33.

Posted Missing -

18th " " "

Do

" 11th March

47

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

54

No. 3081

Hartfield of Liverpool, Official Number 87961
 A. Sandison
 Valparaiso for Tacoma
 Tons 1867 gross 1815 net

Application submitted

4th March 1908

REMARKS.

Subscribers making application

Arthur D Bradford 6578/08

Interested as Broker for Insurance of Hull

Owner

J. B. Walmsley & Co
18 Chapel Street
Liverpool

Cargo

1030 Tons of sand ballast

Insurance effected at

Lloyds £4,500

* Liverpool £7,500

On Vessel

On Cargo

Latest Account

Sailed from Valparaiso
for Tacoma on the 26th October
1907.

Crew:— 23

Including Apprentices 2

Number of Days out

From Sailing to 4th March 1908

Days

130

— do — " 11th March 1908

137

COMMITTEE'S DECISIONS.

On Board — 4th March 1908Posted Missing — 11th — " — " —

HARTFIELD.—Seattle, Jan. 17.—Revenue cutters Perry and Thetis left Seattle last night to seek for possible survivors of British ship Hartfield, believed to be lost off the West Coast of Vancouver Island.—[See issue of Jan. 23.]

HARTFIELD.—Victoria, B.C., Jan. 18.—A wireless telegram of this date reports that wreckage had washed ashore near Estevan Point, West Coast Vancouver Island, consisting of cabin doors and other wreckage such as might have been washed from a ship that had broken up or had her decks swept. Amongst the wreckage was an imitation lifebuoy marked "Hartfield, Liverpool." A later report published this morning states that this wreckage had been discovered some time ago, but was not reported.—[See issue of Feb. 6.]

HARTFIELD.—Seattle, Jan. 16.—Hartfield: Message reports that vessel's deckhouse and several empty boxes were washed ashore this morning also lifeboat, with "Hartfield Liverpool" on.—[See issue of Jan. 23.]

Victoria, B.C., Jan. 17.—Supposed wreck of British ship Hartfield, reported from Estevan Point, Jan. 16: Two weeks ago wreckage consisting of cabin and deck furniture and wooden life preserver was found with pencil mark "Hartfield, Liverpool," part of a boat, square stern, no name. Revenue cutter Perry ordered here to investigate.—[See London under "Miscellaneous."]

HARTFIELD.—Victoria, B.C., Jan. 16.—A quantity of wreckage which has been thrown upon the coast points to the loss of the British sailing vessel Hartfield.—Reuter.

Seattle, Jan. 16.—British ship Hartfield, from (? of) Liverpool, is believed to have gone down with all aboard off the west coast of Vancouver Island. A wireless telegram reports that the vessel's deckhouse and several boxes have been washed ashore.—Reuter.

Victoria, B.C. (by Cable received Jan. 17).—A report received from west coast Vancouver Island states some wreckage has been found; a piece has on it the name "Hartfield, Liverpool." The wreckage is such as might have been washed from the decks of a vessel. Further particulars will be sent as soon as obtained.

L.L. Feb 13th 1908

Alacrita of London Official Number 84627 James Thornton
Tons 1980 gross 1823 Net
Delagoa Bay for Hongkong

Application submitted

11th March 1908

REMARKS.

Subscribers making application

Herbert Worsley
(Willis Faber & Co^{ld}) 6724/08

Owner

Anglo American Oil Co^{ltd}
22 Billiter Street
London

Cargo

1153 Tons of Stone & Sand ballast

Insurance effected at

London Liverpool
& New York

On Vessel

On Cargo

Latest Account

Sailed from Delagoa
Bay for Hongkong on the 4th
August 1907

Crew:- 22

8 Apprentices 4

Number of Days out

Days

From sailing to 11th March 1908

220

— " — " — to last report from
Hongkong 6/3/08

215

— " — " — do — 6/3/08

215

— " — " — to 8th April 1908

248

— " — " — to 15th April 1908

255

COMMITTEE'S DECISIONS.

Deferred One Month

11th Mch 1908

On Board

8th April 1908

Posted Missing

15th April 1908

No. 3083

Castle Rockof Glasgow Official Number 99820 W.H. Jones
Tons 1912 Gross 1787 Net
Sydney N.S.W. for Seattle

Application submitted

11th March 1908

REMARKS.

Subscribers making application

Howard. H. Swann 6958
08Interested as Broker for insurance
of Hull

Owner

James Cornfoot & Co
196 St Vincent Street
Glasgow

Cargo

Coal

3083 Tons South Clifton Coal
No 14751/08 Known to be non-combustible
+ non explosive (Agents Letter)

Insurance effected at

Lloyds, the Companies
and Mutual Clubs

On Vessel

On Cargo

Latest Account

Sailed from Sydney
for Seattle on the 25th September
1907

Crew:- 23

Apprentices 4

Number of Days out

Days

COMMITTEE'S DECISIONS.

1908

From sailing to 11th March 1908

168

Deferred 14 days - 11th Mch 1908

1908

From sailing to last report from
Seattle }

159

Deferred 14 days - 25th - " - "

1908

" - " - to 25th March 1908

182

On Board 8th April 1908" - " - to last report from Seattle
31/3/08

188

Posted Missing 15th April 1908

" - " - do 6/4/08

194

From sailing to 8th April 1908

196

" - " - 15th April 1908

203

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

Bluefields 14 of Philadelphia, Higgins, Tons 736 gross 445 net
Jacksonville for Philadelphia

Application submitted

11th March 1908

REMARKS.

Subscribers making application

J. Wishart
(J Hartley Cooper & Co) 7418
08Interested as Broker for Insurances
of Hull

Owner

Baltimore & Philadelphia
Steamboat Company

Cargo

General

Insurance effected at

Lloyds & elsewhere

On Vessel

On Cargo

Latest Account

Sailed from Jacksonville
for Philadelphia on the 21st
January 1908

Crew:—

18

Apprentices —

Number of Days out

Days

From sailing to 11th March 1908

50

COMMITTEE'S DECISIONS.

On Board —

11th Mch 1908

— do —

" last report from Philadelphia 45
6th Mch

Ported Missing —

18th — — —

— do —

" 18th March

57

No. 3085

Wavellite 18/ of Greenock, McIntyre, Tons 592 gross 209 net
 Official Number 114,069
 Maryport for Cork

Application submitted

18th March 1908

REMARKS.

Subscribers making application

George Ross

Interested as Broker for Insurances
of Hull

Owner

Ross & Marshall Ltd
Greenock

Cargo

Coal

Lloyds Agent at Maryport states that the
Coal was shipped from the Saint Helen's
Colliery Co

Insurance effected at

London & Glasgow

On Vessel

£7,150 in London

On Cargo

Latest Account

Sailed from Maryport
for Cork on the 27th February
1908

Crew:— //

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 18th March 1908

20

On Board

— 18th March 1908— " — " 25th — " —

27

Posted Missing

— 25th March 1908

Goto Maru 15/ of Mitsunoshō (Japan) Senkichi, Tons 4556 gross
 Official Number 10,591 2824 net
 Hakodate for San Francisco

Application submitted

25th March 1908

REMARKS.

Subscribers making application

Herbert Worsley
 (Willis Faber & Co. L^{td}.) 8560/08

Interested as Broker for
 Re-insurances on Cargo

Owner

N. Hiroumi
 Osaka
 Japan

Cargo

3000 Tons Sulphur
 & 1400 " Coal

Insurance effected at

On Vessel

Tokio

On Cargo

Latest Account

Sailed from Hakodate
 for San Francisco on the 8th
 November 1907

Crew:— 53

including Apprentices 1

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from
 San Francisco }

127

On Board

25th March 1908

From sailing to 25th March 1908

138

Posted Missing

1st April 1908

From sailing to last report from
 San Francisco }

135

From sailing to 1st April 1908

145

No. 3087

Orior of Newry official number 108.650 M. Hollywood Tons 284 gross
 " 75 Net
 Newport for Belfast

Application submitted

1st April 1908

REMARKS.

Subscribers making application

Herbert Worsley
 (Willis Faber & Co) 9397
 08

Interested as Broker for insurance of Hull

Owner

The Carlingford Lough S. S. Co. Ltd.
 Newry

Cargo

Coal

301 Tons 10 cwt mixed Large
Small Bargoed house coal.

Insurance effected at

Lloyds & Companies

On Vessel

Ulster Marine Ins. Co

On Cargo

Latest Account

Sailed from Newport
 (Mon) for Belfast on the 7th March
 1908

ORIOR (s). — London, March 16. — The following letter has been received from the owners, Newry:— The Orior left Newport Saturday morning last, 7th inst., with coal, for Belfast, and we regret to state that up to the present nothing has been heard of her. We have made inquiries in all directions. We fear there is only the bare chance of the steamer's machinery having broken down, and got drifted away down the Bay of Biscay with last Sunday and Monday's gale.

L.L. 16/3/08

Crew:—

8

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 1st April 1908

25

On Board —

1st April 1908" " " 8th April 1908

32

Ported Missing

8th April 1908

No. 3088

Adolph Obvigof New York, Loss. Tons gross 1448 net 1302
official number 106021
New York for San Francisco

Application submitted

8th April 1908

REMARKS.

Subscribers making application

Charles Wright
(Henry Head & Co.)41,843
08Interested as Broker for Insurance
of Freight

Owner

J. F. Chapman & Co.
17 State Street
New York

Cargo

Coal

1234 Tons Anthracite
779 Tons Bituminous

Insurance effected at

New York

On Vessel

Lloyds & New York

On Cargo

Lloyds & New York

on Freight

Latest Account

Sailed from New York
for San Francisco on the 10th April
1907

Crew:— 17

Apprentices 1

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from
San Francisco 31/3/08

356

On Board

8th April 1908

— " — do 5/4/08

361

Lost Missing

15th April 1908From sailing to 8th April 1908

364

— " — 15th April 1908

371

Middleborough for Drontheim

15th April 1908.

REMARKS.

Subscribers making application
The Maritime Ins.^{ce} Co. Ltd.
Liverpool

Interested as Underwriters on Cargo

Christopher Andresen
Christiania

Ships Materials
Pig Iron & Sand

1027 Four

Christiania, Germany
Holland, Antwerp
Stockholm

On Vessel

England

On Cargo

Tailed from Middlesborough
for Brantheim on the 3rd
February 1908.

ASLAK (s).—*Christiania*, Feb. 11.—Anxiety is felt for the safety of the steamer **Aslak**, of *Christiania*, which left *Middlesbrough* eight days ago for this port, with pig iron.—*Kysten*.

Christiana, Feb. 16.—The body of a man, wearing a lifebelt marked "Aslak," has been washed ashore on the coast of Norway, and it is feared that the Norwegian steamer of that name, which left Middlesbrough a fortnight ago for *Christiana*, has been lost. The *Aslak* carried 14 hands.—*Reuter*.

ASLAK (s).—*Christiania*, Feb. 17.—The steamer Aslak is supposed to have been lost north of Stat. The body of a man, thought to be the first mate, and a large quantity of wreckage have washed ashore at Drage, near Stat.

Christiania, Feb. 18.—In the Sildegat last week a broken mast was seen, which it is supposed may have come from the steamer Aslak.

the steamer Aslak, of Christiania, Feb. 20.—A lifeboat of the steamer Aslak, of Christiania, has drifted ashore off Ona Beacon, in Hustadsvik, Romsdal coast.

Christiania, Feb. 21.—The owner of the steamer Aslak has received a report that a man in a motor boat saw the Aslak sink, Feb. 7, near Kraaka, outside Sildegabet, south of Stat.

from Stat that the steamer Aslak was seen Feb. 7 in the fairway in Ulvesund, near Moldoen. A heavy gale was blowing at the time, but the vessel was seen to proceed to sea off Stat. A man from Gaarden Vedvig reports that between 3 and 4 o'clock in the night of Feb. 7 he saw the lights of a vessel in the direction of Kraaka. The vessel came in under the land, and the lights then suddenly disappeared near Kraaka. It is supposed that she was the Aslak.

ASLAK (s). — Bergen, Feb. 26. — The salvage steamer Achilles was searching Feb. 24 for the wreck of the steamer Aslak, but owing to the swell she was unable to get sufficiently near to the shoals to make a thorough examination.

L.L. 14/2/08
L.L. 17/2/08

L.L. 22/2/08

L.L. 2/3/08

Crew:— 14

Apprentices

Number of Days out

Days

From sailing to last report from
Struthius }
July 8

68

— " " " —

— " — 18/4/08

75

How sailing to 15th April 1908.

72

- " - " 22nd April 1908

79

COMMITTEE'S DECISIONS.

On Board

15th April 1908

Posted Missing

22nd — " — " —

Mary A Duff of Lunenburg (N.S.) Geldert Reg. Tonnage 90
 Official number 121,855
 Lunenburg (Nova Scotia) for Port of Spain (Trinidad)

Application submitted

3rd June 1908.

REMARKS.

Subscribers making application

Holmwood Holmwood L^{td}
 15234
 08Interested as Broker for
 Insurance of Cargo

Owner

William Duff
 (Atlantic Fish Companies L^{td})
 Lunenburg
 Nova Scotia

Cargo

Fish Lumber

Insurance effected at

Lunenburg

On Vessel

Lloyds'

On Cargo

Latest Account

Sailed from Lunenburg
 (Nova Scotia) for Port of Spain on
 the 17th February 1908.

Bremen, May 4. — Millpool (s), from Newport News,
 arrived here to-day. reports: — April 23, 42 40 N,
 43 40 W, passed schooner Mary A. Duff dimasted and
 partly submerged.

L. L. 8th May 1908

Crew:—

7

Apprentices

nil

Number of Days out

Days

From Sailing to last report from
 Trinidad 4/5/08 }
 — do — — do — 4/5/08

77

77

From Sailing to 3rd June 1908

107

— do — " 10th June 1908

114

COMMITTEE'S DECISIONS.

On Board

3rd June 1908

Posted Missing

10th June 1908

No. 3091

Falklandbank

of Glasgow; Official number 102,685 J.A. Robbins

Tons 1913 gross 1781 net

Port Talbot for Valparaiso

Application submitted

17th June 1908

REMARKS.

Subscribers making application

L Hammond & Co^o 16180/08

Interested as Brokers for Insurance of Ship & Cargo

Owner

Andrew Weir & Co^o
(The Bank Line Ltd)
6 Lloyd's Avenue
E.C.

Cargo

Coal

3027 Tons

Lloyds Agent at Swansea states that this coal was North's Navigation Steam Coal

Insurance effected at

London & Liverpool

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Port Talbot for Valparaiso on the 9th Nov^r 1907 and was spoken 31 S. 46 W. by "Checco", arrived Monte Video December 27th 1907.

Crew:- 29

including Apprentices 5

Spoken 31 S 46 W by "Checco" on the 18th Dec^r 1907

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from Valparaiso 30/4/08

173

On Board

17th June 1908

do

do

173

Posted Missing

24th — do —From Speaking to 17th June 27.12.07

173

— do — " 24th — " —

180

From Sailing to 17th June

221

— do — 24th — " —

228

Europa 1st of Bremen, Eyben, Tons 2737 gross 1757 net
Bremerhaven for Norfolk (Va)

Application submitted

1st July 1908

REMARKS.

Subscribers making application

a. c. allan
(Willis Faber & Co) 17.610/08

Interested as Broker for Insurance of Hull.

Owner

"Argo" Dampfschiffahrt Gesell.
Bremen

Cargo

Kainit in bulk

3200 Tons

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Bremerhaven
for Norfolk (Va) on the 15th April
1908, and was spoken on the 21st
April 48 N, 24 W.

Crew:— 28

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Norfolk (Va)

68

On Board

1st July 1908

— " — " — " — " — 22/6/08

75

Posted Missing

8th July 1908

From Speaking to 1st July

71

— " — " — " — " — 8th "

78

From Sailing to 1st July

77

— " — " — " — " — 8th "

84

No. 3093

"Winnipeg" of Nystad, Erholm. Tons 879 gross 837 net
Pensacola for Buenos Ayres

Application submitted

22nd July 1908.

REMARKS.

Subscribers making application

Knowles & Foster. 19297/08

Interested as Owners of Cargo

Owner

J. Saarinen
Nystad
Finland

Cargo

Pitch Pine Lumber

Insurance effected at

Abo

On Vessel

Bremen

Lloyds, London &
Companies

On Cargo

Latest Account

Sailed from Pensacola
for Buenos Ayres on the 1st
December 1907

London, April 30. — Lloyd's Agent Nystad writes that on the 24th inst. he received a telegram as follows:—"Kindly inquire Juba Saarinen if Winnipeg arrived Buenos Ayres or latest news," and in reply Lloyd's Agent writes that there has been no news of the Winnipeg since her departure from Pensacola.—

Crew:— 15

Apprentices

Number of Days out

Days

From Sailing to last report from
Buenos Ayres

208

" " " " 3/7/08

215

From Sailing to 22nd July 1908

234

" " " 29th July 1908

241

COMMITTEE'S DECISIONS.

On Board

22nd July 1908

Posted Missing

29th July 1908

Bangalore of New York, Colley. Tons 1743 gross, 1560 net
Norfolk (Va) for Honolulu

Application submitted

12th August 1908.

REMARKS.

Subscribers making application

A. H. Buchanan
(W. A. Angove & Co^{rs}) 21,160
08

Interested as Broker for
Insurances

Owner

J. E. Turner
(The Maine Navigation Co)
New York.

Cargo

Coal

Cargo consisted of Eastner, Curran
& Bullitt's Pocahontas Steam Coal.
Aq. Baltimore
22,703
08

Insurance effected at

In America

On Vessel

In London on Freight & Disbursements

No Insurance.

On Cargo

Latest Account

Tailed from Norfolk (Va)
for Honolulu on the 28th October
1907, and was spoken on the
27 Nov^r 1907 7 N + 26 W

Crew:— 21

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Honolulu 15.7.08

231

On Board

12th August 1908

" " " " " 22/7/08

238

Posted Missing

19th August 1908From Speaking to 12th August

259

" " " 19th "

266

From Sailing to 12th August

289

" " " 19th "

296

No. 3095

Carnedd Llewelyn, of Liverpool, off. No 99323.1726 tons gross 1608 net, Evans, Caleta Buena to Falmouth
f.o.

Application submitted

2 September 1908

REMARKS.

Subscribers making application

J. M. Tucker 23016
08* Pitman & Deane L^d 23269
08Interested as broker for
cargo interests.

Owner

Ship Carnedd Llewelyn L^d
R H Hughes Jones & Co
Liverpool Managers

Cargo

Nitrate of soda

Insurance effected at

Lloyds

On Vessel

Lloyds
and Companies

On Cargo

Latest Account

Sailed from Caleta
Buena (Chili) 19 February
1908. Passed by the
"Quilpue" 23rd Feb 20° 21' S
76° 8' W.

Crew: - 24

including Apprentices 6

Number of Days out

Days

COMMITTEE'S DECISIONS.

1908

195 from sailing
191 " passing.

Deferred one week

2nd Sept 1908

1908

From Sailing to 9th September 1908 } 202

On Board

9th Sept 1908" " " 16th - do - } 209

Posted Missing

16th Sept 1908From Speaking to 9th September 1908 } 198" " " 16th - do - } 205

No. 3096

"Ursula Bright 18/ of London, Official Number 108,237
 Coode, Tons 3295 gross 2114 net
 Santiago (Cuba) for Philadelphia

Application submitted

14th October 1908

REMARKS.

Subscribers making application

A. W. Edwards 26301
08.Interested as Broker for
insurance of Hull

Owner,

The Broadwater Steamship Co. L.^d
 Woods, Tylor & Brown (Managers)
 44 Leadenhall St. E.C.

Cargo

Iron Ore

Insurance effected at

Lloyds & London
Companies

On Vessel

On Cargo

Latest Account

Sailed from Santiago
(Cuba) for Philadelphia on the
10th September 1908

Crew:— 27

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from
Philadelphia }
9/10/08

25

On Board

14th Oct^r 1908

" " " " " 13/10/08

33

Lost Missing

21st Oct^r 1908From sailing to 14th Oct^r 1908

34

" " " 21st " "

41

“ Toxteth ”

No. 3097

of Liverpool, official number 93721, Fraser
Tons 2585 gross 2387 Net
Port Talbot for Tocapilla

Application submitted

21st October 1908.

REMARKS.

Subscribers making application

H. B. Sedgwick 27.013
08

Interested as Broker for insurance
of part Hull

Owner

The Leyland Shipping Co^{rs}
Brown's Buildings
Liverpool

Cargo

Coal

3887 Tons Welsh Coal.
Norths Navigation Steam Coal 2750
08

Insurance effected at

Liverpool & London

On Vessel

On Cargo

Latest Account

Tailed from Port Talbot
for Tocopilla on the 2nd March
1908

Crew:- 27

Apprentices

Number of Days out

Days

From Sailing to last report from } 168
Tocopilla 7/5/08

" " " " " — • — 31/8/08 182

From sailing to 21st Oct^r 1908, 233

" " " 28th Oct^r 1908 240

COMMITTEE'S DECISIONS.

On Board 21st Oct. 1908

Posted Missing 28th Oct. 1908

No. 3098

John M'Dermott of New York, Bayles, Tons 564 gross 499 net
New York for Fajardo (Porto Rico)

Application submitted

25th November 1908.

REMARKS.

Subscribers making application

A. E. Wakon 29801/08

Interested as Broker for
Insurance of Cargo

Owner

Abiel Abbot
53 South Street
New York

Cargo

General

Insurance effected at

On Vessel

Lloyds, London

On Cargo

Latest Account

Sailed from New York
for Fajardo (Porto Rico) on the
5th September 1908

JOHN M'DERMOTT. — Port Jefferson, Li.,
Oct. 20.—Anxiety is felt here for the safety of brig
John M'Dermott, Bayles, from New York Sept. 5 for
Porto Rico. The brig is considerably overdue, and no
word has been received by the family of Captain Bayles,
who resides here.—New York Herald.

L. List
29/10/08

Crew:—

7

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from

San Juan (P.R.) 31/10/08

56

Deferred one month 25th Nov^r 1908

" " " " " 1/12/08

87

On board 23rd Dec^r 1908

" " " " " " "

87

From sailing to 25th Nov^r 1908

81

Posted Missing 30th Dec^r 1908" " " 23rd Dec^r 1908

109

" " " 30th Dec^r 1908

116

No. 3099

"Belle of the Exe"

of Hull, Yarker.

Tons 233 gross 211 net

Official number 69570

Trinidad for Liverpool

Application submitted

6th January 1909

REMARKS.

Subscribers making application

Goddard Kennard & Co 40904/08

Interested as Brokers for Insurance of Hull

Owner

W. A. Massey & Co
Hull

Cargo

Asphalt

Insurance effected at

London

On Vessel

London

On Cargo

Latest Account

Sailed from Trinidad
for Liverpool on the 28th August
1908

Crew:-

7

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 6th Jan 1909 131Deferred one month 6th Jan 1909" " 3rd Feb 1909 159On board 3rd Feb 1909" " 10th Feb 1909 166Posted Missing 10th Feb 1909

Neustria 1st of Marseilles, Thumin, Tons 2687 gross 1721 net
New York for Marseilles

Application submitted

13th January 1909

REMARKS.

Subscribers making application

C. J. Bouring & Co (Insurance) L^{td}Interested as Brokers for
Insurance of Cargo

Owner

C^{ie} Française de Nav. à Vapeur
(C. Fabre & Co) Managers
Marseilles

Cargo

General

2277 Tons

Insurance effected at

On Vessel

Indemnity M Mar Ins^{co}

On Cargo

Latest Account

Sailed from New York
for Marseilles on the 27th October
1908Marseilles, Nov. 21, 10 45 a.m. - French steamer
Neustria is six days overdue.

L.L. 21/11/08

Crew: - 41

including Apprentices 3

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from
Marseilles 9/1/09

74

On board

13th Jan^y 1909

" " " " "

81

Posted Missing

20th Jan^y 1909From sailing to 13th Jan^y 1909

78

" " " 20th Jan^y 1909

85

No. 3101

"Isle of Erin"

of Liverpool, Official Number 70,977, McMinw.
Tons 941 gross 889 net
Sunderland for Monte Video

Application submitted

13th January 1909

REMARKS.

Subscribers making application

The British Marine Mutual Ins^{ce} Ass^{ns}
E.R. Evans & Co (Managers)Interested as Underwriters
on Hull

Owner

M^{rs} M. A. MalcolmAccording to Lloyds Register the Managers
are Messrs. Rettmeyer & Hoesenmüller
of Hamburg

Cargo

Coal

1377 Tons

South Hetton Nut Coal 1484^{1/2} 09
App. Sunderland

Insurance effected at

London

On Vessel

Hamburg

Abroad

On Cargo

Latest Account

Sailed from Sunderland
for Monte Video on the 17th Oct.
1908 and sighted on the 19th Oct.
4 miles off North Ronaldshay
Lighthouse

Crew:— 18

Including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

1909 From sailing to last report from
Monte Video 18/12/08

62

Deferred 14 days 13th Jan^y 1909

1909 " " " — " — 31/12/08

75

Deferred further 14 days 27th Jan^y 1909

" " " — " — 15/1/09

90

On board 10th Feb. 1909

" " " — " — 23/1/09

97

Posted Missing 17th Feb. 1909From sailing to 13th Jan^y 1909

88

" " " 27th — " —

102

" " " 10th Feb^y 1909

116

" " " 17th Feb^y 1909

123

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.ISLE OF ERIN.—Kirkwall, Oct. 27, 3 15 p.m.—
Reported here from North Ronaldshay that a barque
passed near the lighthouse on Monday night with heavy
list, yardarms near the water; also a broken boat drove
ashore with name Isle of Erin.

L.L. 28/10/08

ISLE OF ERIN.—Glasgow, Nov. 12. — Captain
Malcolm, owner of the Isle of Erin, has received a
letter from the lighthouse-keeper at North Ronaldshay
giving the first authentic account of the last that has
been seen of this vessel and her crew. The lighthouse-
keeper says the Isle of Erin was sighted at 3 p.m. on
Oct. 19, four miles from North Ronaldshay Lighthouse.
She was pitching and rolling at the mercy of the waves.
Her masts were alright, and if she had more canvas

L.L. 13/11/08

spread than necessary, the sails appeared good.
Through a telescope a flag was seen at the mizen and
one at the maintop. The hull did not appear deeper in
the water than was to be expected of a laden vessel,
but there was a decided list to starboard. The barque
seemed moving very slowly, and was lost to view till
7 o'clock, when the firing of a rocket and the exhibition
of torchlights showed that with the turn of the tide she
had approached dangerously near the island, and was
in a most perilous position. The night was pitch dark,
but for the next two hours rockets from the same spot
showed that the vessel had anchored. By 9 o'clock the
snapping of the cable was indicated by the torchlights
moving and slowly drifting passed Dennis Point. At
9 15 she was dangerously near Seal Skerry, but she is
believed to have passed this reef undamaged, as she
was seen at 10 o'clock north-west of the Skerry. From
there the vessel would be carried clear of the Orkneys
in a north-westerly direction. Captain Malcolm says
that a vessel seen last week bottom up off Rattray
Head could not be the Isle of Erin, which is an iron
vessel, built at Glasgow.Dundee, Feb. 6.—Information has been received at
Kirkwall from the island of North Ronaldshay, Orkney,
that some seamen's belongings, consisting of clothing
and bedding, have come ashore there. The opinion
locally is that these belong to the ship Isle of Erin.

L.L. 8/2/09

Stiklestad 15/ of Sandefjord, Thorsen, Tons 1777 gross 1116 net
Glasgow for Sydney (C.B.)

Application submitted

27th January 1909

REMARKS.

Subscribers making application

Henry Dumas 2232
(Dumas & Wylie) 09F.W. Budd-Budd
(Budd-Budd & Edenborough)Interested as Broker for
Insurance of Hull (part of)

— do —

— do — (— " —)

Owner

A. F. Klaveness & Co
Lysaker
Norway

Cargo

Bricks & General

Insurance effected at

London (part of)

On Vessel

On Cargo

Latest Account

Sailed from Glasgow
for Sydney (C.B.) on the 23rd Nov^r
1908

Crew:— 20

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from

Sydney (C.B.) 11/1/09

49

On board

27th Jan^y 1909

" " "

" " 11/1/09

49

Lost Missing

3rd Feb^r 1909From sailing to 27th Jan^y 1909

65

" " " 3rd Feb^r 1909

72

No. 3103

"Jarlen" of Sandefjord, Andersen, Tons 1652 gross 1525 net
Lobos de Tierra for Europe

Application submitted

27th January 1909

REMARKS.

Subscribers making application

Henry Dumas

(Dumas + Wylie)

F.W. Budd-Budd

(Budd-Budd + Edenborough)

Interested as Broker for Insurance
of part Hull.

Owner

A. F. Klaveness & Co
Lysaker
Norway

Cargo

Guano

Insurance effected at

London (part of)

On Vessel

On Cargo

Latest Account

Sailed from Lobos de Tierra
for Europe on or about the 16th
June 1908According to Lloyd's dist she sailed on or
about the 23rd June 1908

Crew: - 19

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 27th Jan 1909 225Deferred 14 days 27th Jan 1909" " 10th Feb 1909 239On board 10th Feb 1909" " 17th Feb 1909 246Posted Missing 17th Feb 1909

Ionic (Barge) of London, official number 98961, Phillips.
 Sons 66
 London for East Cowes (I of W)

Application submitted

10th February 1909

REMARKS.

Subscribers making application

B. A. Glauwill 3767
 (Glauwill Euthoven & Co) 09
 Arthur Bray 3856
 09

Interested as Broker for
Insurance of Pig Lead.

— do —

— do — of Ship & part Cargo

Owner

Richard Cox
 Castletown,
 Portland

Cargo

Pig Lead + Teak

Insurance effected at

Indemnity M Ins^{co} } On Vessel

Lloyds } On Cargo

Latest Account

Sailed from London
 for East Cowes on the 29th Decr
 1908, and was with the Barge
 "Glendevon" off Beachy Head on
 the 10th Jan'y 1909

Crew:— 3

Apprentices —

BETHANIA (s).—Fawle Point, Jan. 11, 3 16 p.m.
 —Passed west 3 p.m. to-day, steamer Bethania, from
 Hamburg, signalled following message: "Have had
 collision with strange sail off Beachy Head, without
 damage; strange sail was not found, probably
 foundered."

Lloyds List
 12th Jan 1909

It is ascertained that the Portland barge *Ionic*,
 which has been missing, was sunk in the Channel by
 the Hamburg-American steamer *Belgravia*, and that
 the crew of three men perished.

The Times
 6th Feb 1909

Antwerp, Feb. 9.—The Belgian pilot boat No. 9 has
 fallen in with a capsized boat in a damaged condition off
 Westkapelle, bearing the name "*Ionic*—London."

Lloyds List
 11th Feb 1909

Number of Days out

Days

From Speaking to 10th Feb'y 1909 31
 " " " 24th March 45
 " Sailing " 10 Feb'y 1909 43
 " " " 24 " 57
 " " " 3rd Mch 1909 64

COMMITTEE'S DECISIONS.

Defer 14 days 10th Feb'y 1909
 On board 24th Feb'y 1909
 Posted Missing 3rd March 1909

No. 3105

Baltimore of Glasgow, Official Number 98693, Groundwater
 Tons 1422 gross 1338 net
 Callao for Antwerp

Application submitted
 10th February 1909

REMARKS.

Subscribers making application
 John. H. Morrison 4394/09
 (Super +6°)

Interested as Broker

Owner
 Hatfield Cameron & Co
 10 Bothwell Street
 Glasgow

Cargo
 Guano

Insurance effected at

London, Liverpool,
 & Glasgow

On Vessel

London

On Cargo

Latest Account

Sailed from Callao
 for Antwerp on the 16th July 1908

According to Lloyd's dist she sailed from
 Callao on the 18th July 1908

Crew:— 20

Apprentices —

Number of Days out

Days

From Sailing to 10th Feb^y 1909

209

COMMITTEE'S DECISIONS.

Defer 14 days 10th Feb^y 1909

From Sailing to 24th Feb^y 1909—223

Deferred further 14 days

24th Feb^y 1909

— " — " 10th March 1909—237

Onboard

10th Mch 1909

— " — " 17th — " — 244

Posted Missing

17th March 1909

Newent ^{13/} of Sunderland, official No 85,013, Bolton
Tons 994 gross 613 net
Southampton for Blyth

Application submitted

10th March 1909

REMARKS.

Subscribers making application

J Lea Smith
(Hamilton Smith & Co)Broker for Insurance of
part Hull

Owner

James Westoll
13 John Street
Sunderland

Cargo

In Water ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Southampton
for Blyth on the 12th February 1909

NEWENT (s).—London, Feb. 22.—It is feared that the Newent (s), of Sunderland, has been lost with 15 lives. The vessel should have made the voyage from Southampton to Blyth in two days, and eight days have passed since she sailed.—Times.

NEWENT (s).—London, Feb. 23.—The owners telegraph from Sunderland, Feb. 23, 12 47 p.m.:—Captain steamer Walter Scott reports passing Newent near "Owens," about six evening, twelfth inst.

Owens

Lloyd's List 23/2/09

— " — 24/2/09

Crew:— 15

Apprentices —

Number of Days out

Days

From sailing to 10th Mch 1909

26

" " " 17th Mch 1909

33

COMMITTEE'S DECISIONS.

On board

10 Mch 1909

Posted Missing

17th March 1909

No. 3107

Adolf Tidemand of Mariehamn, Karlsson
Tons 1202 gross 1127 net
West Hartlepool for Genoa

Application submitted

31st March 1909.

REMARKS.

Subscribers making application

The Maritime Ins^{co} Co Ltd.
Liverpool

Interested as Underwriters on Cargo

Owner

J. E. Johansson
Finland

Cargo

Coal

Norden Gas Coal - Agt W.H'pool
10049/09

Insurance effected at

—

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from West
Hartlepool for Genoa on the
14th November 1908

Crew:— 16

Apprentices —

Number of Days out

Days

From Sailing to last report
from Genoa 27/3/09.

133

" " " — " 3/4/09.

140

From Sailing to 31st Mch 1909.

137

" " " 7th April 1909.

144

COMMITTEE'S DECISIONS.

On board

31st Mch 1909

Posted Missing

7th April 1909

Challenger of Fowey, Official No 67421, Le Pedine, Tons 67
St Johns (N.Z.) for Figueira

Application submitted

5th May 1909

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{td}
12707
09

Interested as Brokers for Cargo

Owner

Thomas J. Stephens
Perkewan
St Austell, Cornwall

Cargo

Cod Fish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Johns
(N.Z.) for Figueira on the
11th December 1908

Crew:— 4

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report

from Figueira 26/4/09

136

On board

5th May 1909

"

"

—" —

3/5/09

143

Posted Missing

12th May 1909From Sailing to 5th May 1909

145

—" —

—" —

—" —

—" —

152

No. 3109

Australian of Greenock, official No. 105575, J Hunter
Tons 2103 gross 1955 net
Mazatlan for Sydney N.S.W.

Application submitted

19th May 1909.

REMARKS.

Subscribers making application

J. Baddeley
(Rose Thomson Young & Co)

Interested as Broker for Hull.

Owner

The Ship "Australian" Co Ltd
Messrs Lang & Fulton Ltd
1 Cathcart St, Greenock

Cargo

1000 Tons Stone & Rubbish ballast

Insurance effected at

London, Liverpool
& Glasgow.

On Vessel

On Cargo

Latest Account

Tailed from Mazatlan
for Sydney N.S.W. on the 25th
November 1908.

Crew:— 26

including Apprentices 5

Liverpool, March 5, 3 10 p.m.—Australian: Replying inquiry, Lloyd's Agent Sydney cables 5th:—"No news."

Sydney, April 6.—The ship Australian, overdue at Sydney, has been sighted by the barque Forthbank, which lately arrived at Sydney from Carrizal Bayo. She appeared all well, but signals were not exchanged (Shipping Gazette Correspondent).—[Memo.:—With reference to above, the owners of the Forthbank state that they have no news of this speaking. They received a letter from the captain of the Forthbank while at Sydney, but he made no mention of having spoken the Australian.] Latest: London, May 13.—Lloyd's Agent at Sydney, in reply to enquiry, telegraphs as follows: There is no news Australian has been spoken. No confirmation ship seen by Forthbank was Australia (? Australian).

THE OVERDUE AUSTRALIAN.

Our Sydney Correspondent writes under date April 13:—

All hope has been abandoned respecting the ship Australian, which is considerably overdue at Sydney from Mazatlan (Mexico). The ship commenced her voyage as far back as Nov. 25 last, in command of Captain Hunter.

L.L. 19/5/09

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report
from Sydney 13/4/09

139

Defer 14 days

19th May 1909

" " " " 27/5/09

153

Defer further 14 days

2nd June 1909

" " " " 18/6/09

164

On board

16th June 1909

From sailing to 19th May 1909

174

Posted Missing

23rd June 1909

" " " " 2nd June 1909

175

" " " " 16th " 1909

189

" " " " 23rd " 1909

203

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

Briar [s] of London, Official No 99208, J. Baldry.
Tons 188 gross 84 net
Montrose for Shoreham

Application submitted

19th May 1909

REMARKS.

Subscribers making application

The Northern Marine Ins Co Ltd
Newcastle-on-TyneInterested as Underwriters
on Cargo

Owner

J. S. Cole
Newcastle-on-Tyne

Cargo

Potatoes in bags

146 Tons

Insurance effected at

Havre

On Vessel

Newcastle & London

On Cargo

Latest Account

Sailed from Montrose
for Shoreham on the 2nd April
1909.

Crew:-

7

Apprentices

BRIAR (s).—Montrose, April 6, 12 5 p.m.—Boat marked "Briar" washed ashore two miles south Gourdon, sides stove in, evidently boat of steamer Briar, of London, which left this for Shoreham Friday night, laden with potatoes, reported to have struck rocks at entrance harbour in going out. [Memo.—With reference to above, Lloyd's Agent, Shoreham, writes, April 6, that the Briar (s) had not arrived, and according to a letter received April 6 from Newcastle, where the Briar (s) was to put in for bunkers, she had not arrived there at the time of writing.]

Number of Days out

Days

From Sailing to 19th May 1909. 47" " " 26th May 1909. 54

COMMITTEE'S DECISIONS.

On board

19th May 1909

Posted Missing

26th May 1909

No. 3111

Condor

of Castellamare, Capiero, Tons 1358 gross 1283 net
Pisagua for Fiume

Application submitted

26th May 1909

REMARKS.

Subscribers making application

A. T. Alexander

Interested as Broker for Insurance
of Cargo

Owner

G. Lauro
ItalyWrote Agent Genoa 8th May 1909

Cargo

Nitrate of Soda

Insurance effected at

On Vessel

Lloyds & Companies

On Cargo

Latest Account

Sailed from Pisagua
for Fiume on the 14th October 1908
was at St Michael's Azores on
the 4th Feb'y 1909. & supposed in Collision
w. Algiers about 27th Feb'y with Belgian
Crew:—Steamer Australia

Apprentices

Number of Days out

Days

From Sailing to last Report
from St Michael's }
From Fiume }
21/5/09
" " " " 29/5/09

106

114

From St Michael's to 26th May 1909 111
" " " " 2nd June 1909 118

" Sailing } " 26th May 1909 224
from Pisagua }

" " " " 2nd June 1909 231

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

AUSTRALIA (s).—Algiers, Feb. 24.—The sailing vessel which was in collision with the steamer Australia was a fairly large one, apparently of about the same tonnage as the Australia, and was probably constructed of iron. The language heard by the survivors of the Australia was Italian. It is alleged that the unknown vessel had three masts.—[See Condor.]

CONDOR.—Algiers, Feb. 27, 3 41 p.m.—Austria signalled Oran, passed lifeboat marked "Condor, London," containing four corpses; possibly refers collision Australia.

Algiers, Feb. 28, 12 35 p.m.—Referring to our telegram of yesterday—Condor, presumed St. Michael's for Fiume. Lifeboat contained five bodies, decomposed. Position boat 20 miles west Oran. Good reasons assume belongs sailer which collided Belgian steamer Australia.—[See Australia (s).]

CONDOR.—Algiers, March 1.—The Austria (s), Matz, from the Tyne, which put in here yesterday for coals, reports that at 8 a.m., Feb. 27, about 20 miles from Oran, she sighted a waterlogged lifeboat, marked "Condor, London," containing 5 bodies, one of which was washed out of the boat as the steamer was approaching. From the decomposed state of the bodies it is supposed they had been in the water for some time. The boat, which had a mast with sail flying loose, had probably contained other bodies. Two torpedo-boats were sent to the position, but returned after a fruitless search.—[See issue of March 4.]

COMMITTEE'S DECISIONS.

On-board

26th May 1909

Lost Missing

2nd June 1909

Fort George of San Francisco, Fullerton, Tons 1769 gross 1705 net New York for Honolulu

Application submitted

30th June 1909

REMARKS.

Subscribers making application

J. Wishart
(Hartley Cooper & Co) 18490
1909Interested as Broker having
effected insurances

Owner

Matson Navigation Co.
268 Market St
San Francisco

Cargo

General Merchandise

Insurance effected at

United States & Europe

On Vessel

On Cargo

Latest Account

Sailed from New York
for Honolulu on the 26th July 1908
and was spoken in lat 11 north
Longitude 25 West on the 27th Aug 1908

London, Jan. 6.—Fort George, New York for Honolulu:—In answer to inquiry asking whether above vessel had arrived, Lloyd's Agent Honolulu telegraphs, Jan. 5, 8 56 p.m.: Has not arrived.

Crew:— 18

— Apprentices

Number of Days out

Days

From Speaking to 30th June 1909

307

On board

30th June 1909

" " "

7th July 1909

314

From Sailing to last Report from
Honolulu 9/6/09.

314

Posted Missing

7th July 1909

" " "

10/6/09

319

From Sailing to 30th June 1909

339

" " "

7th July 1909

346

COMMITTEE'S DECISIONS.

No. 3113

Brodict Castle of Victoria (B.C.) official number 71743

Taylot, Tons 1820 gross 1770 net
Portland (O) for United Kingdom or Continent

Application submitted

29th September 1909

REMARKS.

Subscribers making application

Henry Chester 26443⁰⁹
(Black Moore & Co)Interested as Broker having
effected insurances for Owners

Owner

The Ship Brodict Castle 62nd
Hind Rolph & Co (Managers)
San FranciscoExtract of letter from Messrs Hind,
Rolph & Co of San Francisco submitted

Cargo

Barley in sacks

Insurance effected at

Lloyds

On Vessel

Lloyds & Co.

On Cargo

Latest Account

Sailed for Portland (O)
for United Kingdom or Continent
on the 4th Decr 1908, and passed
Astoria on the 6th Decr 1908.

Crew:— 20

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 29th Sept 1909

299

On board

29th Sept 1909" " " 6th Octr 1909 306

Posted Missing

6th Octr 1909

Maria Louise of Breiholz, Engellandt, Tons 86 gross
68 net
Harburg for Berwick-on-Tweed

Application submitted

27th October 1909

REMARKS.

Subscribers making application

A. C. Allan
(Henry Willis & Co^{rs} L^{td}) 29257/09Interested as Broker for Insurance
of Cargo

Owner

Jacob Engellandt

Cargo

Oilcake

150 Tons in Bulk

Insurance effected at

Hamburg

On Vessel

London

On Cargo

Latest Account

Sailed from Harburg
for Berwick-on-Tweed on the
24th August 1909

MARIA LOUISE.—London, Oct. 2.—It is feared that the German schooner Maria Louise, Harburg for Berwick, cargo oilcake, has been lost in the North Sea with all hands. The vessel left Harburg Aug. 24, and since then nothing has been seen or heard of her.—Times.

L.L. 2/10/09

Crew:—

4

Apprentices —

Number of Days out

From Sailing to 27th Oct^r 1909Days
64

Onboard

COMMITTEE'S DECISIONS.

27th Oct^r 1909do do " 3rd Nov^r 1909

71

Posted Missing

3rd Nov^r 1909

No. 3115

Clan Macpherson of Glasgow, J. Thompson, Official No 90066
Tons 1680 gross 1586 net
Newcastle N.S.W. for Valparaiso

Application submitted

3rd November 1909

REMARKS.

Subscribers making application

A. H. Buchanan
(W. A. Angove & Co. L^{td})Interested as Broker for Insurance
of Hull & Cargo

Owner

Thomas Dunlop & Sons
70 Wellington Street
Glasgow

Cargo

Coal

Insurance effected at

Lloyds

On Vessel

London, Liverpool & Glasgow
Companies
Lloyds.

On Cargo

London Companies

Latest Account

Sailed from Newcastle
N.S.W. for Valparaiso on the 24th
June 1909.

CLAN MACPHERSON. — London, Nov. 13. —
According to information received by the owners of the
ship Clan Macpherson, from the Admiralty, H.M.S.
Challenger has searched the Kermadec Islands and re-
ports that there is no sign of that vessel. A heavy
gale prevented communication with Sunday Island.

L.L. 13/11/09

Crew: — 25

Including Apprentices 6

Number of Days out

Days

From Sailing to last report from
Valparaiso 27/9/09

95

— do — — do — — do — 10/10/09

108

— do — — do — — do — 23/10/09

121

From Sailing to 3rd Nov^r 1909

132

— do — — do — 24th do 1909

153

— do — — do — 1st Dec^r 1909

160

COMMITTEE'S DECISIONS.

Deferred for three weeks 3rd Nov^r 1909

On the Board

24th Nov^r 1909

Posted Missing

1st Dec^r 1909

Waratah 1/s/ of London, Official No 125,741, J. E. Albery
Tons 9,339 gross 6,004 net

Durban for Capetown
bound from Sydney N.S.W. for London

Application submitted

8th December 1909

REMARKS.

Subscribers making application

W. Lund

Owners

The Blue Anchor Line Ltd.

W. Lund & Sons (Managers)

5 East India Avenue, E.C.

Cargo

General Merchandise

Insurance effected at

Lloyds & Companies

On Vessel

Lloyds & Companies

On Cargo

Latest Account Sailed from Durban
for Capetown on the 26th July 1909
by the *Clan Macintyre*
and was spoken on the 27th July 1909
in lat 31.36 S long 29.58 E

Crew:— 122

Including Apprentices 2

WARATAH (s).—Cape Town, Dec. 7.—Union-
Castle liner Sabine, which has been searching for the
missing liner Waratah, has passed Cape Agulhas on
her return to Cape Town. She made no report to the
signal station.—*Reuter*.

L.L. 7/12/09

Number of Days out

Days

COMMITTEE'S DECISIONS.

On the Board

8th Decr 1909

Posted Missing

15th Decr 1909

From Durban to last report from	113
" " " Capetown 17/11/09	120
From Speaking to 8 th Decr 1909	134
" " " 15 th " " "	141
From Durban to 8 th Decr 1909	135
do do " 15 th do 1909	142

No. 3117

Flying Cloud (Ketch) of Jersey, Official No 45287, Whittle Tons 66 Quimper for Newport (Mon)

Application submitted

15th December 1909

REMARKS.

Subscribers making application

C. F. Harbridge
(Houlder Brothers & Co Ltd)Interested as Broker for Insurance
of Cargo.

Owner

Joseph J. Grant
30 Chevalier Road
Jersey

Cargo

Potatoes

Insurance effected at

Unknown

On Vessel

Lloyds

On Cargo

Latest Account

Tailed from Quimper
for Newport (Mon) on the 16th
November 1909.

Crew:—

3

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 15th Dec^r 1909

29

Deferred for 30 days

15th Dec^r 1909— do — do — 19th Jan^r 1910

64

On the Board

19th Jan^r 1910— do — do — 26th Jan^r 1910

71

Posted Missing

26th Jan^r 1910

Whitewood 18/ of Newcastle-on-Tyne, Official No 125422, J. Dawson
 Tons 1250 gross 756 net
 Hull for Bremen

Application submitted

22nd December 1909

REMARKS.

Member

Subscribers making application

Mr F. E. Dixon

(Harris & Dixon L^{td}) 48037/09Interested as Broker for insurance
on Hull

Owners

The Screw Collier Co L^{td}
(J Ridley, Son & Tully)

Cargo

Coal

1670 Tons Gas Coal

Insurance effected at

Lloyds, Companies & Clubs

On Vessel

On Cargo

Latest Account

Sailed from Hull
for Bremen on the 2nd Dec^r 1909

Crew:—

18

Apprentices

WHITEWOOD (s).—London, Dec. 11.—The owners of the Whitewood (s), bound from Hull, for Bremen, received a message yesterday that a lifeboat belonging to the Whitewood had been picked up in the North Sea and towed into Grimsby.

WHITEWOOD (s).—Stockholm, Dec. 13, 7 p.m.—One lifeboat marked "Whitewood Newcastle," containing 1 oar, 2 hooks, 1 lamp, 1 life anchor, 2 axes, reported by Gothenburg steamer Carl XV., sighted Dec. 9, 3 p.m., 8 minutes WSW Horns Reef Light, Denmark.—[See issue of Dec. 11.]

WHITEWOOD (s).—Oxelösund, Dec. 14.—The master of the Carl XV. (s) reports having picked up a lifeboat, marked "Whitewood, Newcastle," Dec. 9, 3 p.m., 8 minutes WSW of Horns Reef Lighthouse. The boat contained one oar, two boathooks, one lantern, one drift anchor, and two axes.—[See issue of Dec. 14.]

Number of Days out

Days

From Sailing to last report from
Bremen

18

— do — — do — — do —

26/12/09

24

— do — — do — — do —

22nd Dec^r 1909

20

— do — — do — — do —

29th — do — 1909

27

COMMITTEE'S DECISIONS.

On the Board

22nd Dec^r 1909

Posted Missing

29th Dec^r 1909

No. 3119

Signe (barque) of Fredrikstad, Norway. C. J. Olsen, Tons 995 gross 861 net
Kotka for London

Application submitted

29th December 1909

REMARKS.

Subscriber making application

Mr Ernest H. Collins

48390
09Interested as Broker for Insurance
of Cargo

Owner

Acheselskab Carl Johann
Olsen
Fredrikstad, Norway.

Cargo

Firewood

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Kotka
for London on the 23rd October
1909, and passed Elsinore on
the 6th November 1909

Crew:— 15

Apprentices

Cuxhaven, Nov. 16, 3 6 p.m.—Thor, Swedish steamer, reports having picked up off Terschelling, between quantity of wreckage, two dead bodies bearing lifebelts marked Signe.

L.L. 17/11/09

SIGNE.—Christiania, Nov. 19.—It is reported from Brunsbattelkoog that the two bodies which were picked up have been identified as those of the mate of the barque Signe and his son; a third body was seen but was not picked up; some wreckage was sighted in the vicinity.—[See issue of Nov. 17.]

—do— 23/11/09

SIGNE.—Christiania, Nov. 20.—According to a telegram from Cuxhaven several bodies have drifted ashore there from the barque Signe which has probably been lost.—[See issue of Nov. 23.]

—do— 26/11/09

Texel, Dec. 5.—A lifebelt marked "Signe" has been found on a body washed ashore on the Vliehors.—[See issue of Nov. 26.]

—do— 8/12/09

Number of Days out

Days

From passing Elsinore to 29 Dec^r 1909 53
—do— —do— —do— to 5th Jan^r 1910 60

From Sailing to 29th Dec^r 1909 67
—do— —do— 5th Jan^r 1910 74

COMMITTEE'S DECISIONS.

On the Board 29th Dec^r 1909Posted Missing 5th Jan^r 1910

J. W. Ashton of Jersey, Official No 99558, M. Davey,
Tons 79
Brigus (N.F.) for Exeter

Application submitted

26th January 1910

REMARKS.

Member

Subscribers making application

M. Herbert Grosfield
3262
10Interested as Broker for insurance
of Hull + Cargo

Owner

Mark Davey
JerseyA letter is submitted signed by
L. Davey, as part Owner, and
J. F. Picot as Mortgagee

Cargo

Codfish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account Tailed from Brigus
(Newfoundland) for Exeter on the
24th October 1909

Crew:— 5

Apprentices —

Number of Days out

Days

From Sailing to 26th Jan 1910

94

On the Board

26th Jan 1910— do — — do — " 2nd Feb 1910

101

Posted Missing

2nd Feb 1910

COMMITTEE'S DECISIONS.

No. 3121

Maggie Brocklebank of Barrow, official No 62703
 Swansea for Dublin
 W. Hughes, Tons 100 gross 93 net

Application submitted

2nd February 1910

REMARKS.

Subscribers making application

Mr. G. H. Fryer 3576/10

Interested as Broker for insurance
of Cargo

Owner

Wm Postlethwaite
Millom

Cargo

Coal

Insurance effected at

Barrow

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Swansea
for Dublin on the 21st December
1909.

Crew:— 4

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 2nd Feb'y 1910

43

Deferred for 14 days

2nd Feb'y 1910— do — do — 16th Feb'y 1910

57

On the Board

16th Feb'y 1910— do — do — 23rd do 1910

64

Posted Missing

23rd Feb'y 1910

J & A Coppack, Ketch, of Chester, Official No 104475
 W. Foulkes, Tons 79
 Cardiff for Par (Cornwall)

Application submitted

9th February 1910

REMARKS.

Subscribers making application

J. St. Walsham 5206/10

Broker to the Owner

Owner

Thomas Coppack
Connah's Quay

Cargo

Coal

158 Tons 7 cwt of No 3 Rhondda
large coal

Insurance effected at

Connah's Quay

On Vessel

St Austell,

On Cargo

Latest Account Sailed from Cardiff
 Roads for Par on the 16th
 November 1909

Crew:— 14

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 9th Feb 1910

85

On the Board

9th Feb 1910— do — — do — " 16th Feb 1910

92

Posted Missing

16th Feb 1910

No. 3123

Guldregn of Lillesand (Norway), Fieldal, Tons 1273 gross 1155 net Shields for Bahia

Application submitted

23rd February 1910

REMARKS.

Subscribers making application

F. H. Finch 6825
10Interested as Broker for Insurance
of Cargo

Owner

H. Hansen
Lillesand
Norway

Cargo

Coal

1814 Tons New Pelton Gas Coal

Insurance effected at

In Norway

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Shields
for Bahia on the 26th November
1909.

Crew:— 16

Apprentices —

Number of Days out

Days

From Sailing to last Report from
Bahia 1910

53

— do — do — 1910

74

From Sailing to 23rd Feb 1910

89

— do — 2nd March 1910

96

COMMITTEE'S DECISIONS.

On the Board

23rd Feb 1910

Posted Missing

2nd March 1910

Bremen, Dec. 31.—The steam trawler Mond reports that on Dec. 25, in lat. 55 15 N, long. 5 50 E, she sighted a boat marked "Guldreg Lillesand" (? Guldregn, Lillesand). The boat was empty and somewhat damaged.—[Memo.: By last account in the Shipping Gazette and Lloyd's List, the barque Guldregn, of Lillesand, left the Tyne, Nov. 26, for Bahia.]

L.L. 31/12

GULDREGN.—Ringkjøbing, Jan. 12.—It is supposed that the barque Guldregn, of Lillesand, has been totally lost near Haurvig, as much wreckage is drifting ashore, some bearing the vessel's name, and some indicating that it comes from that barque.

L.L. 12/1

Varde, Jan. 12.—At Henne two bodies have washed ashore and one each at Graerup and Skallingen. Two of them wore lifebelts bearing the name "Guldregn." Further north a boat and a nameboard, both marked "Guldregn," have drifted ashore.—[See issue of Jan. 6]

GULDREGN.—Lemvig, Jan. 22.—A ship's boat and a watch-house, coming from the supposed wreck of the Guldregn, have come ashore at Souder Lyngvig and Haurvig, respectively. Eight bodies wearing life-buoys marked "Guldregn, Lillesand," have been landed in this district. It is said that several bodies from the Guldregn have also been found between Ringkjøbing Gab and Esbjerg. During the last few days considerable quantities of timber and wreckage have washed ashore along the coast, but nothing appears to be marked. It is thought that the Guldregn was wrecked off the coast here, or perhaps on Horns Reef. (Agent)

L.L. 15/1

London, Jan. 24.—Guldregn, Tyne for Bahia: In reply to inquiry for latest news the owner writes from Lillesand, Jan. 21:—Ship may be considered lost. Boat marked "Guldregn Lillesand" and bodies of captain and mate washed ashore on West Coast of Denmark.—[See issue of Jan. 20.]

Jantje of Groningen, de Wall, Tons. 89
(Holland) (Master)
London for Grangemouth

Application submitted

2nd March 1910

REMARKS.

Subscribers making application

Shaw Adams & Co

Interested as Broker for Insurance
of Cargo

Owner

A. v de Wall

The Registered Owner is the
Captain of the vessel

Cargo

Old Iron

175 Tons

Insurance effected at

Lloyds

On Vessel

On Cargo

Agent Groningen—A letter from
the Agent dated 5th March 1910 states
that the relatives of the Captain &
Crew have heard nothing of the
vessel since she left London on the
31st December 1909

Latest Account Sailed from London
for Grangemouth on the 31st
December 1909

JANTJE.—Groningen, Jan. 25.—The Dutch vessel
Jantje, v.d. Wall, which left London Dec. 31 for
Grangemouth, has not yet been reported arrived.—
Borsen Halle.

L.L. 29/1/10

Crew:— 4

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 2nd March 1910

61

Defer for 14 days

2nd March 1910— do — — do — 16th — do — 1910

75

On the Board

16th March 1910— do — — do — 23rd — do — 1910

82

Posted Missing

23rd March 1910

No. 3125

James & Agnes of Lancaster, *Horan* (Master) Tons 95.
 Official No 51,073
 Swansea for Cowes (Isle of Wight)

Application submitted

16th March 1910

REMARKS.

Member

Subscribers making application

W. H. Watsley
 (Willis Faber & Co^{rs} L^{td})

Interested as Broker for the Cargo Owner.

Owner

Richard Kearon
 24 King's Hill
 Arklow

Cargo

Coal

220 ¹⁶/₂₀ Tons Anthracite Rubbly Culm

Insurance effected at

On Vessel

Newcastle-on-Tyne

On Cargo

A Board of Trade inquiry was held on the 15th, 16th & 17th February 1910 into the loss of this vessel, when it was found that she must have perished through some unknown cause, probably a collision with some unknown vessel in the vicinity of Lundy Island

Latest Account

Sailed from Swansea for Cowes on the 19th October 1909

Crew:—

5

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 16th March 1910

148

On the Board

16th March 1910

do

23rd

do

1910

155

Posted Missing

23rd March 1910

Odd ^{1/2} of Haugesund (Norway), T. Matland (Master) Tons 686 gross
399 net
Newport (Mon) for Portland (Dorset)

Application submitted

16th March 1910

REMARKS.

Member

Subscribers making application

Mr W. E. Fould 9701/10

Interested as Underwriter on
the Cargo

Owner

B Stolt-Nielsen
Haugesund
Norway

Cargo

Coal

913½ Tons Powell Duffryn
Admiralty Coal + Fredegat

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Newport
(Mon) for Portland (Dorset) on the
20th February 1910

Crew:— 13

Apprentices —

Number of Days out

From Sailing to 16th March 1910Days
24

— do —

23rd — do — 1910

31

COMMITTEE'S DECISIONS.

On the Board

16th March 1910

Posted Missing

23rd March 1910

London, Feb. 21.—A Press Association telegram states:—An Ilfracombe telegram says a gale raged there furiously on Sunday night and to-day. Woolacombe Sands, six miles from Ilfracombe, were strewn with wreckage including the masts of a steamer, lifebelts, three boats broken in half and a quantity of lumber. On pieces of board, supposed to be portions of a boat, are the words "S.S. Odd (query) Sunderland," and also "S.S. Agra." It is feared that the vessels foundered during the gale.—[Memo:—Owners advise that the Agra (s) has arrived at the Mumbles.]

ODD (s).—Croyde, Feb. 22, 9 40 a.m.—Lifebelts and lots of wreckage washing ashore Morthoe marked "S.S. Odd Haugesund."—[See London under "Derelicts and Wreckage."]

The above telegram received
from Sub-Agent Croyde (Mr Bideford)

L.L. 21 Feb

L.L. 22 Feb

No. 3127

Loodiana

1st of Glasgow. Official No 90012. Ross (Master)
Tons 3269 gross 2124 net
Port Louis (Mauritius) for Colombo

Application submitted

23rd March 1910

REMARKS.

Subscribers making application

The British Dominions Marine
Insurance Co Ltd 10170
10

Interested as Underwriters on Cargo

Owners

The British India Steam Navigation
Co Ltd
9 Throgmorton Avenue E.C.

The "Galavale" which sailed from
Mauritius on Jan 10th 1910 for Bombay put
back on Jan 13th with sundry losses and
damages sustained in heavy weather. Steering
gear disabled, machinery out of order & boats carried
away.

Cargo

General

Lloyd's Agents at Mauritius in their printed
Circular dated Jan 19th 1910 state that "a cyclone
passed the island on the 11th just happily without
doing any harm, as it was accompanied by heavy rains
much good has
resulted to plantation

Insurance effected at

On Vessel

LOODIANA (s).—Colombo, Jan. 27, 4 5 p.m.—
Loodiana (s) left Mauritius Jan. 10 is six days overdue.
London, Jan. 29.—The owners
have received the following telegram from their
managing agents in India, this morning:—Still with-
out news of Loodiana. Propose sending Itola, now at
Mauritius, after discharge cargo, to search for her.

L.L. 29th Jan

LOODIANA (s).—Colombo, Feb. 3, 10 50 a.m.—
Itola (s), belonging to British India Steam Navigation
Company, is being despatched from Mauritius to search

L.L. 4th Feb

Mauritius

On Cargo

L.L. 12th Feb

Latest Account

Sailed from Port Louis,
(Mauritius) for Colombo on the
10th January 1910, and was sighted
by the "Galavale" on the evening of
that date.

L.L. 18th Mch

L.L. 19th Mch

Crew:— 92 — Passengers 9 European
Apprentices — 74 Natives
Total 83

L.L. 23rd Mch

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Colombo 24/2/10

45

Defer for 7 days

23rd March 1910

— do — " — do — 9/3/10
— do — " — do — 17/3/10
— do — " — do — 23/3/10

58
66
72

Defer further 7 days

30th — do — 1910

From Sailing to 23rd March 1910

72

On the Board

6th April 1910

— do — 30th March 1910

79

— do — 6th April 1910

86

Posted Missing

13th April 1910

— do — 13th April 1910

93

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

No. 3127

Loodiana 18/ of Glasgow. Official No 90012. Ross (Master)
Tons 3269 gross 2124 net
Port Louis (Mauritius) for Colombo

Application submitted

23rd March 1910

REMARKS.

Subscribers making application

The British Dominions Marine
Insurance Co Ltd 10170
10

Interested as Underwriters on Cargo

Owners

The British India Steam Navigation
Co Ltd
9 Throgmorton Avenue E.C.

Cargo

General

Insurance effected at

Mauritius

On Vessel

On Cargo

Latest Account Sailed from Port Louis,
(Mauritius) for Colombo on the
10th January 1910, and was sighted
by the "Galavale" on the evening of
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— do — " — do — 9/3/10
— do — " — do — 17/3/10
— do — " — do — 23/3/10

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Defer

66

72

72

On the

From Sailing to 23rd March 1910

79

Posted

— do — 30th March 1910

86

— do — 6th April 1910

93

— do — 13th April 1910

The "Galavale" which sailed from
Mauritius on Jan 10th 1910 for Bombay put
back on Jan 13th with sundry losses and
damages sustained in heavy weather. Steering
gear disabled, machinery out of order & boat carried
away.

Lloyd's Agents at Mauritius in their printed
Circular dated Jan 19th 1910 state that "a cyclone
passed the island on the 11th just happily without
doing any harm, as it was accompanied by heavy rains
much good has resulted to plantation

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Loodiana (s) left Mauritius Jan. 10 is six days overdue.
London, Jan. 29.—The owners
have received the following telegram from their
managing agents in India, this morning:—Still with-
out news of Loodiana. Propose sending Itola, now at
Mauritius, after discharge cargo, to search for her.

L.L. 29 Jan

LOODIANA (s).—Colombo, Feb. 3, 10 50 a.m.—
Itola (s), belonging to British India Steam Navigation
Company, is being despatched from Mauritius to search
for Loodiana (s).

L.L. 4 Feb

Port Louis, Mauritius, Feb. 3,
7 15 p.m.—Itola, British steamer, sailed to-day to
search for Loodiana (s).

LOODIANA (s).—Port Louis, Mauritius, Feb. 11,
3 30 p.m.—Itola (s) returned to port; no news
Loodiana (s).

L.L. 12 Feb

Port Louis, Mauritius, Feb. 11.
—The British India Company's steamer Itola returned
here to-day. She reports that she visited the Cargados
group and went south of Mauritius towards Reunion
but failed to discover any trace of the missing steamer
Loodiana.—Reuter.

LOODIANA (s).—Bombay, March 17.—The local
agents of the British India Steam Navigation Company
have received a telegram reporting the discovery of a
wreck on the northern coast of Madagascar. It is
suggested that it may be the company's missing
Loodiana. The British India Steam Navigation Com-
pany's steamer Islanda has been sent to see if she can
be of any service.—Reuter.

L.L. 18 Mch

LOODIANA (s).—London, March 19.—With refer-
ence to telegram published yesterday the owners of the
steamer Loodiana have received the following telegram
this morning from the managing agents of the company
in India, dated Calcutta, March 19:—Referring to your
telegram of yesterday two steamers reported aground
Cosmoledo Island. From description little hope either
being Loodiana, but have instructed Islanda, leaving
East Africa, March 25, for Colombo, visit Cosmoledo
Is. If any news will telegraph immediately.

L.L. 19 Mch

Paris, March 22.—A telegram from Madagascar, re-
ceived at the Ministry of Marine, reports a large vessel
ashore 160 miles from Diego Suarez. The nationality
of the ship is not mentioned.—Reuter.

L.L. 23 Mch

Telegram sent to Lloyd's Agent
at Tamatave, Mch 23rd

It is reported that large
vessel ashore 160 miles from
Diego Suarez. Can you confirm
the report? Telegraph fully.

3rd March 19104th do—1910

Reply
LOODIANA (s).—Tamatave, March 25, 2 45 p.m.
—Telegram received from Mauritius states:—March 19,
Loodiana reported ashore on Cosmoledo Island.—[See
issue of Mar. 19.]

4th April 1910

Tamatave, March 25, 6 55 p.m.—
Referring to our telegram of to-day, Vauclose, French
man-of-war, has left to render assistance.

LOODIANA (s).—Mahe, Seychelles, March 25,
1 30 p.m.—Islanda reports no sign Loodiana Cosmoledo.
(Signed Baty).—[See issue of March 26.]

4th April 1910

London, March 29.—The British
India Steam Navigation Company have received the
following cable from their managing agents at Calcutta,
dated March 28:—Islanda reports from Seychelles can-
not trace Loodiana, Cosmoledo.

LOODIANA (s).—Singapore, March 28.—The
steamer Heliopolis, which has arrived here from
Durban, was asked to look out for the British India
Steam Navigation Company's missing steamer Loodiana,
but she reports that she saw nothing of the vessel.—
Reuter.

LOODIANA (s).—Tamatave, March 29, 6 p.m.—
French man-of-war returned to port, unsuccessful; did
not find vessel ashore at Cosmoledo.

Bulgarie 1st of Antwerp, Piette (Master) Tons 2742 gross 1772 net

Kustendje & Constantinople for Antwerp

Application submitted

30th March 1910

REMARKS.

Member

~~Subscriber~~ making applicationM^r. A. D. Aubrumenil 10714
10Interested as Insurance Broker
for Hull

Owner

C^{ie} Nationale Belge de Transports
Adolf Deppe (Manager),
Antwerp

Cargo

Grain & General

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Antwerp, March 14.—Advices from Brest of yesterday's date state that the Guilvinec fishing boat Marsouin has picked up a white-painted boat, marked on the stern "Bulgarie, Anvers." The boat was covered with coal.

London, March 15.—The owners of the Belgian steamer Bulgarie write from Antwerp under date of March 14, as follows:—We have received a letter to-day from the "Syndicate of the Fishermen of Guilvinec" (Finistere) France, advising us that they picked up, at about 5 miles off Penmarch a lifeboat belonging to the above steamer, filled with water; which makes us presume that this steamer foundered in the Bay of Biscay.

L.L. 15/3/10

L.L. 15/3/10

Latest Account Sailed from Kustendje
on the 8th January 1910 & Constantinople
on the 22nd January 1910 for Antwerp
and passed Oitavos on the 5th February
1910

Crew:— 29

Apprentices 1

Number of Days out

Days

From passing Oitavos 5th Feb^y. 53
— do — do — to 6/4/10 60

From Sailing from Kustendje 8/1/10 81
— do — do — to 6/4/10 88

COMMITTEE'S DECISIONS.

On the Board 30th March 1910Posted Missing 6th April 1910

No. 3129

Prins Willem II 1st of Amsterdam, van Slooten (Master)
Tons 1621 gross 1015 net
Amsterdam for Paramaribo (Dutch Guiana)

Application submitted

6th April 1910

REMARKS.

Member

Subscribers making application

W^r Henry Dumas 11389
10Interested as Insurance Broker
and Underwriter.

Owner

Koninklijke West Indische
Maidienst
Amsterdam

L. L. 16/2/10

Cargo

General

L. L. 17/2/10

Insurance effected at

Amsterdam & London

On Vessel

L. L. 7/3/10

On Cargo

Latest Account Sailed from Amsterdam
for Paramaribo on the 21st
January 1910, and passed Ushant
on the 23rd January 1910

L. L. 7/3/10

Crew:— 39 and 14 Passengers
Apprentices

On enquiry being
made at Greenwich,
this Direct proved
to be the 'Korea'.

Number of Days out

Days

From Sailing to last report from
Paramaribo 26/2/10

36

On the Board

6th April 1910From passing Ushant to 6th April

73

Posted Missing

13th April 1910— do — 13th April

80

From Sailing to 6th April 1910

75

— do — 13th April 1910

82

No. 3129

Prins Willem II^{1st} of Amsterdam, van Slooten (Master)

Tons 1621 gross 1015 net
Amsterdam for Paramaribo (Dutch Guiana)

Application submitted

6th April 1910

REMARKS.

Member
Subscribers making applicationM^r Henry Dumas 11389/10Interested as Insurance Broker
and Underwriter.

Owner

Koninklijke West-Indische
Maildienst
Amsterdam

Cargo

General

Insurance effected at

Amsterdam & London

On Vessel

On Cargo

Latest Account Sailed from Amsterdam
for Paramaribo on the 21st
January 1910, and passed Ushant
on the 23rd January 1910

Crew:—

39

and 14 Passengers

Apprentices

Number of Days out

Days

From Sailing to last report from
Paramaribo 26/3/10

36

From passing Ushant to 6th April

73

— do — 13th April

80

From Sailing to 6th April 1910

75

— do — 13th April 1910

82

PRINS WILLEM II. (s).—The Hague, Feb. 15.
—Great anxiety is felt regarding the West Indian mail
boat Prins Willem II., which, carrying 14 passengers
and 38 crew, passed Ushant on Jan. 23, on her way to
Paramaribo, and has not since been reported. She was
due on Feb. 8. A breakdown of the machinery is
suggested.—Daily Telegraph Correspondent.

PRINS WILLEM II. (s).—London, Feb. 16.—
Telegram from Amsterdam, dated to-day 2 29 p.m.,
states Prins Willem II. not arrived.—[See issue of
yesterday.]

The Hague, Feb. 16.
—Dutch war vessel Utrecht, now stationed at Curacao,
has received orders to search for the missing Dutch
steamer Prins Willem II. The Prins Willem IV.,
belonging to the same company, is also taking part in
the search.

PRINS WILLEM II. (s).—Amsterdam, Feb. 17.
—The Royal West Indian Mail Service is still without
news of the steamer Prins Willem II., which was ex-
pected to arrive at Paramaribo on the 8th inst.—Reuter.

PRINS WILLEM II. (s).—St. Michael's, Feb. 27,
12 5 p.m.—Prins Willem I. (s) passed, reports no news
Prins Willem II. (s).

PRINS WILLEM II. (s).—Paramaribo, Feb. 21.
—Steamer Prins Willem V., from Amsterdam, arrived
here to-day and reports having seen nothing of missing
steamer Prins Willem II.

London, March 4.—
The owners of the steamer Prins Willem II. have
received the following telegram from their New York
office:—"One lifebuoy marked Prins Willem II. has
been reported picked up by the Harbour Jamaica Islands
Feb. 21; we presume it was lost overboard some time
last year." They then cabled to the former first officer
of that vessel and he replied:—"Lost lifebuoy St.
Mark New York about Windward Passage."

Amsterdam, March 4.
—The evening papers state that the Dutch cruiser
Utrecht, which was recently ordered to search for the
overdue mail steamer Prins Willem II., has put into
Barbados to coal. She reports having discovered no
trace of the missing liner. The search for the vessel
will now be discontinued.—Reuter.

IONIAN (s).—Kildonan, March 6, 2 50 p.m.—
Steamer Ionian, of Glasgow, belonging to Allan Bros.
and Co., United Kingdom (Ltd.), from Boston for
Clyde, passed inwards 2 40 this afternoon and reported
that she had been in collision with a derelict and was
damaged above water.

London, March 7.—Ionian (s),
arrived in the Clyde last evening from Boston, reported
having been in collision with a derelict on Thursday
evening. Part of the derelict was carried away, and
the Ionian had 40 plates on the port side, above water,
smashed. The derelict was a vessel with a yellow
funnel and two masts.

Greenock, March 7, 11 17 a.m.—Allan
steamer Ionian, which passed up to Glasgow yesterday
afternoon from Boston, sustained considerable damage,
having been in collision with a derelict about 1,000
miles west of Tory Island. Derelict is supposed to be
steamer Prins Willem II. (s).

PRINS WILLEM II. (s).—St. Michael's, March 9,
3 45 p.m.—Prins Willem IV. (s) arrived, no news Prins
Willem II. (s). Proceeding Havre.

PRINS WILLEM II. (s).—Amsterdam, March 16.
—The directors of the West Indian Mail Service have
received a communication, forwarded to the Minister
for Foreign Affairs by the Dutch Consul at Lorient,
stating that a lifebuoy and a boat's car, marked "Prins
Willem II., Amsterdam," have been found in the sea
near Belle Isle, on the west coast of France, and that a
propeller blade and a nameboard, evidently belonging
to a mail steamer have been washed up on a neighbour-
ing island.—Reuter.

PRINS WILLEM II. (s).—Amsterdam, March 16.
—The directors of the West Indian Mail Service have
received a communication, forwarded to the Minister
for Foreign Affairs by the Dutch Consul at Lorient,
stating that a lifebuoy and a boat's car, marked "Prins
Willem II., Amsterdam," have been found in the sea
near Belle Isle, on the west coast of France, and that a
propeller blade and a nameboard, evidently belonging
to a mail steamer, have been washed up on a neighbour-
ing island.—Reuter.

Amsterdam, March 16,
2 p.m.—Owners Prins Willem II. report lifebuoy bear-
ing name steamer and board inscription "rudder com-
mando" picked up Belle Isle French coast.

Amsterdam, March 16.
—The black board washed up on Hoedic Island, near
Belle Isle, is marked in white letters (in Dutch)
"Steering commands—if ordered port-starboard" (with
two arrow heads below).

PRINS WILLEM II. (s).—Amsterdam, March 17.
—According to further advices received by the owners,
two lifebuoys and one case of varnish, which had been
stowed on the deck of the steamer Prins Willem II.,
have been washed ashore at Belle Ile and one life-
buoy at St. Nazaire.

PRINS WILLEM II. (s).—Amsterdam, March 18.
—The owners have received advices from Vannes that
there have washed ashore on the coast of Damegan,
near Vannes, a small board, 50 by 6 cm., marked
"Prins Willem II.," which had been fixed to one of
the ship's boats, and part of an car marked "Prins
Willem II."

Amsterdam, March 19.
—The directors of the West Indian Mail Service having
received the news that three lifebelts have been washed
up on the coast of France at Auray, now regard it as
certain that the Prins Willem II. (s) is a total loss.—
Reuter.

PRINS WILLEM II. (s).—Amsterdam, March 21.
—Half of a lifebuoy, marked "Prins Willem II.," and
three linen lined life-jackets, marked "K.W.I.M. Pr-
Willem II" (almost illegible), have been washed ashore
at Auray, and two planks, also bearing that name, at
Croisic.

Lorient, March 22.—Wreckage continues to be washed
ashore at Belle Ile. Two bodies have recently been
found. Also some oars and a buoy marked "Prins
Willem II."

PRINS WILLEM II. (s).—Amsterdam, April 2.
—As the result of an examination of the wreckage dis-
covered on the West Coast of France the management
of the West Indian Mail Company state that they are
now convinced that the Prins Willem II. (s) was lost
between Jan. 23 and Jan. 29 with all on board.—
Reuter.

L.L. 16/3/10

L.L. 17/2/10

L.L. 18/2/10

L.L. 28/2/10

L.L. 7/3/10

L.L. 7/3/10

On enquiry being
made at Greenock
this derelict proved
to be the Korea/14

On 11th April 1910

April 1910

On H

Posted

Dixie 1st of Christiania, Ellefseu (Master) Tons 715 gross
 " 426 net
 Methil for Reykjavik (Iceland)

Application submitted

20th April 1910

REMARKS.

Member

Subscribers making application

Mr. John H. Morrison
(Typer & Co)Interested as Broker for Cargo
Brokers

Owner

Rolf Seeberg
Christiania
Norway

Cargo

Coal

Insurance effected at

—

On Vessel

Glasgow

On Cargo

Latest Account Sailed from Methil
for Reykjavik on the 25 February
1910

DIXIE (s).—Christiania, March 19.—Anxiety is felt for the safety of the steamer Dixie, of Christiania, which left Scotland, Feb. 25, for Reykjavik, and has not since been reported.

L.L. 22/3

Thorshavn, March 29, 6 30 p.m.—Quantity of wreckage has washed ashore among which a lifebelt marked "SXE's Dixie Kristiania."—[See Dixie (s) in issue of March 24.]

L.L. 30/3

Christiania, April 6.—According to a telegram received to-day from the Faroe Islands, the following objects have washed ashore $\frac{3}{4}$ mile west of Thorshavn:—A lifebelt marked "D Dixie, Kristiania, Mollers Fabrik, Drammen," two butter casks marked "Pellerins Margarin," one piece of buff painted railing, a small door, a piece of a grey painted boat, a fog-horn marked "Nr. 20842, Hansens," and a cargo hatch 140 by 6 centimetres, marked "No. 4."—[See Thorshavn under "Derelicts and Wreckage" in issue of March 31.]

L.L. 9/4

Crew:— 15

Apprentices —

Number of Days out

Days

From Sailing to last report
from Reykjavik 22/4/10

On the Board

20th April 1910

Posted Missing

27th April 1910From Sailing to 20th April 1910

54

— do — 27th April 1910

61

No. 3131

Amy Louise of St John's (N.F.) Official No 107181
 Sheppard (Master) Tons 200 gross
 Pernambuco for Sydney. C.B. 178 net

Application submitted

27th April 1910

REMARKS.

Subscribers making application

Messrs Holmwood & Holmwood L^{rs}
 142/5
 10

Interested as Brokers for Insurance of Hull

Owner

The Anglo-Newfoundland Fish
 Exporting Co L^{td}
 St John's (N.F.)

Cargo

In Ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

AMY LOUISE.—North Sydney, C.B., March 2.
 —British barque Amy Louise, from Pernambuco,
 Nov. 15, for St. John's (N.F.), is practically given up
 as lost.—New York Herald.

L.L. 11/3/10

Latest Account

Sailed from Pernambuco
 for Sydney. C.B. on the 15th November,
 1909

Crew:—

9

including 1 Stowaway

Apprentices

Number of Days out

Days

From Sailing to last report from

Sydney C.B.

156

— do —

do 20/4/10

163

From Sailing to 27th April 1910

163

— do — 4th May, 1910

170

COMMITTEE'S DECISIONS.

On the Board

27th April 1910

Posted Missing

4th May 1910

Britannia of London, Official No 110.111, Fitzwalter (Master)
 Llanelly for Oporto
 Tons 106 gross 93 net

Application submitted

25th May 1910

REMARKS.

Member

~~Subscriber~~ making application

Mr Hugh J. Paul
 (Hugh Paul & Co) 16751/10

Interested as Broker for Insurance of Hull

Owner

Coverley & Westray
 1 Clitched Friars
 London, E. C.

Cargo

Coal

Anthracite Coal

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Llanelly
 for Oporto on the 8th March 1910

Lloyds Agent at Oporto in a letter dated 24th May 1910 states, that the Owners of the Cargo consider her lost as nothing has been heard of her for so long.

Crew:—

6

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Oporto 19/5/10

72

Defer for 7 days

25th May 1910

— do —

— do — 27/5/10

80

On the Board

1st June 1910

— do —

— do — 2/6/10

86

From Sailing to the 25th May 1910

78

Posted Missing

8th June 1910

— do —

" 1st June 1910

85

— do —

" 8th June 1910

92

No. 3133.

Margarethe Russ(s) of Hamburg,
Hulk, (Master). Tons 2702 gross, 1713 net
Norfolk (Va.) for Amsterdam Sharpness.

Application submitted

24th August, 1910.

REMARKS.

~~Member~~
Subscribers making application Mr. E. S. Holman
Mr. C. Wigham Richardson
(C. Wigham-Richardson & Co.)
(John Holman & Sons, Ltd.)

Interested as Broker for
Insurance of Hull. -

Owner

Ernst Russ,
Alsenhof, Graskeller 1,
Hamburg.

Cargo

Pitchpine

Insurance effected at

London & Hamburg

On Vessel

Hamburg, July 20, 3 8 p.m.—Margarethe Russ first
Amsterdam; left Norfolk June 21.—(Memo.: The
above is in reply to telegram sent to the owners asking
for first port of discharge.)

L.L. 21/7/10.

On Cargo

Latest Account Sailed from Norfolk, Va.
for Amsterdam & Sharpness
21st June, 1910. -

Crew:— 21 (about)
Apprentices

Number of Days out

Days

From Sailing to last report
from Norfolk, Va.

COMMITTEE'S DECISIONS.

On the Board 24th Aug. 1910.

Posted Missing 31st August 1910

From Sailing to the 24th Aug. 1910. 66
" " " " 31st Aug 1910. 73

No. 3135

Silverdale 1st of Newcastle-on-Tyne, Upton (Master) Tons 2716 gross
 Official No 101832 1711 net
 New York for Havana

Application submitted

16th November 1910

REMARKS.

Member

Subscribers making application

Mr W. H. Dixon

(Harris + Dixon Ltd)

33780
10Interested as Broker for Insurance
on Hull

Owner

The Silverdale Steamship Co Ltd

(J. W. Morrison)

Newcastle-on-Tyne

Cargo

General

Insurance effected at

London + Provinces

On Vessel

Partly in Liverpool

On Cargo

Latest Account Sailed from New York
for Havana on the 7th October 1910

Crew:— 24

Apprentices

STORM IN CUBA.

Havana (by Cable Oct. 15).—Hurricane passed west of Havana; damage unknown. Telegraphic communication interrupted with Vuelta Bajo. No damage occurred here to shipping, but goods on wharves and in lighters damaged seriously by water.

Havana (by Cable received Oct. 18).—Another hurricane. Several lighters with cargo from United States mail steamer Saratoga have sunk in the harbour. Damage serious through country.

New York, Oct. 15.—A despatch from Havana states:—The provinces of Havana, Matanzas, and Penar del Rio have since Thursday morning been in the grip of the severest storm that has occurred for several years. There is no doubt that it has greatly damaged the tobacco crop, especially in Vuelta Bajo, where the seed beds have been destroyed, and the season is too far advanced for replanting. The damage to the sugar crop is probably not so great.—*Reuter*.

New York, Oct. 17.—As the result of the great hurricane in Cuba, traffic between Havana City and the harbour is suspended. Scores of lighters and small craft have been wrecked against the bulkheads, and many sailors and longshoremen have been drowned. The National Observatory reports that the disturbance is only at its beginning, and will last probably 20 hours.—*Reuter*.

SILVERDALE (S).—Havana (by Cable Oct. 22).—Silverdale, British steamer, from New York, is very much overdue, and grave fears are entertained for her safety. Is eight days overdue.

L. L. 20/10/10

L. L. 24/10/10

Number of Days out

Days

From New York to last report
from Havana

28

— do — — do — 19/10

39

From Sailing to 16th Nov^r 1910

40

— do — 23rd — 1910

47

COMMITTEE'S DECISIONS.

On the Board

16th Nov^r 1910

Posted Missing

23rd Nov^r 1910

Ruby of Aberystwith, Official N^o 15772. Lykes, (Master)
Tons 75
Runcorn for Padstow

Application submitted

23rd November 1910

REMARKS.

Subscribers making application

The Maritime Insurance Co^l
LiverpoolInterested as Underwriter
on Cargo

Owner

Samuel Glade
Polruan
Fowey

Cargo

Coal

137 Tons 9 cwt House Coal
see letter from Agent Manchester
dated 21st Nov^r 1910

Insurance effected at

Newquay, (Cornwall)

On Vessel

Liverpool

On Cargo

Latest Account Sailed from Runcorn
for Padstow on the 6th Oct^r 1910

London, Oct. 28.—Much anxiety is felt in Fowey for the schooner Ruby, which left Runcorn for Cardiff about a fortnight ago, and has not since been reported.
—Daily Telegraph.

L.L. 28/10

Hayle, Nov. 14.—A ship's boat washed ashore on the beach near Hayle marked Ruby.

L.L. 15/11

Crew:— 4

Apprentices —

Number of Days out

From Sailing to 23rd Nov^r 1910Days
48— do — 7th Dec^r 1910

62

— do — 14th Dec^r 1910

69

COMMITTEE'S DECISIONS.

Deferred 14 days

23rd Nov^r 1910

On the Board

7th Dec^r 1910

Posted Missing

14th Dec^r 1910

No. 3137

Arkadia ^{1st} of Bath (Maine) Griffiths (Master) Tons 2206 gross
(U.S.A.) 1621 net
New Orleans for San Juan (P.R.)

Application submitted

30th November 1910

REMARKS.

Member

~~Subscribers~~ making application

Mr. H. L. Faber
(Willis Faber & Co. Ltd.)

Interested as Insurance Broker
on Hull

Owner

New York & Porto Rico S.S. Co.
New York

Cargo

General

Insurance effected at

London, Liverpool,
U.S.A. & Elsewhere

On Vessel

Unknown

On Cargo

Latest Account Tailed from New Orleans
for San Juan (P.R.) on the 10th
October 1910, and passed Port Eads
on the 11th October 1910

Crew:— 35 * 4 passengers
Apprentices

Number of Days out

Days

How Sailing to last Report from }
San Juan 18/11/10 } 39
— do — — do — 28/11/10 } 49

How Sailing to 30th Nov^r 1910 } 51
— do — " 7th Dec^r 1910 } 58

COMMITTEE'S DECISIONS.

On the Board

30th Nov^r 1910

Posted Missing

7th Dec^r 1910

STORM IN CUBA.

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ARKADIA (s).—Ponce, P.R., Nov. 7.—The steamer Arkadia, which left New Orleans Oct. 11 for Ponce, which port she should have reached on or about the 17th of the same month, has not arrived so far; she has probably been lost, as during the said days very severe hurricanes were blowing between Cuba and Florida.

Mary Elizabeth of Newport (mon) Official No 43827.
Davies (Master) Tons 187 gross 145 net.
Swansea for Cherbourg

Application submitted

7th December 1910

REMARKS.

Subscribers making application

Mr F. W. Noad
(C. Taylor & Co)Interested as Broker for,
Insurances on Hull

Owner

Wm Brooks
Sale
Cheshire

Cargo

Coal

185 Tons Cwmaman Large Double
Screened Coal (Steam)
& 123 Tons Gwaunclawdd French Nuts
(Anthracite)

Insurance effected at

Lloyds & Marine Insurance Co

On Vessel

On Cargo

See letter from Agent Swansea
dated 2nd Dec^r 1910.Latest Account Tailed from Swansea
for Cherbourg on the 22nd October
1910, and from Falmouth on the
31st October 1910

MARY ELISABETH.—Cherbourg, Nov. 17.—
Anxiety is felt here concerning the safety of the British
vessel Mary Elisabeth, with coal, which should have
arrived a fortnight ago. A lifebuoy bearing that vessel's
name has been picked up at sea by a fisherman.

L.L. 18/11/10

Crew:— 6

Apprentices —

Number of Days out

Days

From Falmouth to 7th Dec^r 1910

37

— do — " 21st Dec^r 1910

51

From Sailing from Swansea to }
7th Dec^r 1910

46

— do — " — do — }
21st Dec^r 1910

60

COMMITTEE'S DECISIONS.

Defer for 14 days

7th Dec^r 1910

On the Board

21st Dec^r 1910

Posted Missing

30th Dec^r 1910

No. 3139

Cranford1st of London. Official No 95459. Fettes (Master)
Tons 2293 gross 1498 net
Tyne for Pozzuoli (Italy)

Application submitted

14th December 1910

REMARKS.

Member

Subscribers making application

Mr. H. W. Symondson

Interested as Underwriter on
Hull

Owner

The London & Northern S.S. Co Ltd
(Pyman Bros Ltd)
London

Cargo

Coal & Goods

2622 Tons Pelaw Main Gas Coal
& 300 Tons GoodsSee letter from Agt Newcastle on Tyne
dated 9th Dec^r 1910

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Note. This loss was taken down by
Underwriters on the 31st Oct^r 1910

Latest Account

Sailed from the Tyne (The Times)
for Pozzuoli (Italy) on the 12th Oct^r
1910**CRANFORD** (s). — London, Oct. 14. — Fears are entertained for the safety of the steamer Cranford, of London, as the result of the discovery of a seaman's body and two lifeboats on the sands north of Hartlepool last night. In the pocket of the man's clothing was a document containing the name "Steamship Cranford." The lifeboats bore a similar inscription.

— London, Oct. 14. — An Exchange Telegraph Company's telegram states:—There now seems little doubt that the steamer Cranford, belonging to the London and Northern Steamship Company, London, has been lost off Hartlepool. This morning five more bodies have been washed ashore, and these were wearing lifebelts marked with the vessel's name.

— West Hartlepool, Oct. 14, 4 57 p.m. — One boat 20 feet long with nameboard lettered "Cranford, London," also wreckage of one lifeboat, with air tanks, part of iron work, lug sail and cover and one cask oil washed ashore north of Hartlepool, also several bodies.

L.L. 14/10/10

L.L. 15/10/10

Crew:— 22

Apprentices —

Number of Days out

Days

From Sailing to last report from
Pozzuoli 9/12/10

58

— do — — do —

From Sailing to 14th Dec^r 1910

63

— do — 21st Dec^r 1910

70

COMMITTEE'S DECISIONS.

On the Board

14th Dec^r 1910

Posted Missing

21st Dec^r 1910

Stonewall (dredger) of Glasgow. Official No 115779. Sinclair (Master)
Tons 685 gross 343 net
Plymouth for Ferrol

Application submitted

14th December 1910

REMARKS.

Member

Subscribers making application

Mr K L Bilbrough

Interested as Insurance Broker
on Hull

Owner

Woodman Hill
58 Victoria Street
London. S.W.

Cargo

In Ballast

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from Plymouth
for Ferrol on the 25th Nov^r 1910

Crew:—

15

Apprentices

Number of Days out

Days

From Sailing to last report from
Ferrol 19/12/10

15

— do —

— do —

From Sailing to 14th Dec^r 1910

19

— do —

21st Dec^r 1910

26

COMMITTEE'S DECISIONS.

On the Board

14th Dec^r 1910

Posted Missing

21st Dec^r 1910

Brest, Nov. 30, 6 40 p.m.—Dredger Stonewall: Have no information of it.—[The above is in answer to inquiry as to whether the above vessel had put into Brest.]

L.L. 1/12/10

Nantes, Dec. 1, 7 25 p.m.—Dredger Stonewall not put in.—[The above is in answer to inquiry for news.]

L.L. 2/12/10

STONEWALL (dredger).—Bordeaux, Dec. 1, 6 30 p.m.—Stonewall: No information.—[Memo.: The above is in answer to inquiry for any news.]

L.L. 2/12/10

Ferrol, Dec. 2, 11 15 a.m.—Stonewall dredger (mutilated word here supposed to mean—has not arrived we have no tidings of her).

L.L. 3/12/10

Nantes, Dec. 2, 7 40 p.m.—Dredger Stonewall: Not put in Belle Ile.—[The above is in answer to inquiry for any news.]

L.L. 3/12/10

London, Dec. 5.—Owners of Anchor Line steamer Bavaria have received the following from the chief officer of that steamer:—Passed dredger, supposed to be the Stonewall, 68 miles north of the Vilano Light, at 7 a.m., Nov. 29. At 8 a.m. they encountered very heavy gale, with hurricane and squalls from NW and tremendous seas.—[See Gravesend under "Derelicts and Wreckage."]

L.L. 9/12/10

London, Dec. 5.—The master of the Simla (s), from Calcutta, reports:—Dec. 1, at 10 a.m., in 44 14 N, 8 45 W, passed two derelict boats, a small cutter burst open at both ends, and a lifeboat with starboard side carried away, tanks awash in boat. Both boats painted black with square sterns. "Stonewall" was painted in white letters on port bow of the lifeboat. From the broken condition of the boats, it appeared probable that the ship which owned them had been in collision.

L.L. 7/12/10

THE OVERDUE STONEWALL.

Captain A. Thompson, master of the P. and O. steamer Simla, reports passing two derelicts boats, with the name "Stonewall" painted in white letters on one of them. This was on Dec. 1, in 44 14 N., 8 45 W. From the broken condition of the boats Captain Thompson says it appeared probable that the vessel to which they belonged had been in collision.

L.L. 7/12/10

No. 3141

Roman (Ketch) of Dundee, Official No 99,209, Gage (Master) Tons 80
Southampton for Boness

Application submitted

30th December 1910

REMARKS.

Subscribers making application

Glanvill Euthoven & Co

Owner

A. Peterson
Roman Villa
St Andrews

Cargo

Scrap Iron

142 Tons

Insurance effected at

Jersey Club & Mutual
Insurance Association Ltd } On Vessel

On Cargo

Latest Account

Sailed from Southampton
for Boness on the 16th Nov^r 1910

London, Dec. 3.—A large piece of wreckage, marked "Roman, Dundee," was washed ashore at Yarmouth yesterday. A lifebuoy marked "Roman" has also been picked up on the coast, and it is feared that the vessel of this name, a ketch, has been lost with all hands on Haisbro Sands. Some days ago tugs and lifeboats put out to a vessel reported on these sands, but when they arrived she was not to be seen.

Lowestoft, Dec. 3, 11 25 a.m.—Lifebelt and companion top washed ashore here, marked "Roman, Dundee."

d.L.
8/12/10

Crew:— 4

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 30th Dec^r 1910

44

Defer for 7 days

30th Dec^r 1910

— do —

4th Jan^y 1911

49

On the Board

4th Jan^y 1911

— do —

11th Jan^y 1911

56

Posted Missing

11th Jan^y 1911

Ellisland (Ship) of Liverpool, Official No 87,984. Whettem (Master)
Tons 2426 gross 2355 net
Newcastle N.S.W for Caldera (W.C.S.A.)

Application submitted

4th January 1911

REMARKS.

Member

Subscribers making application

Mr L. W. Hammond

289
1911.Interested as Broker for
Insurance of Cargo

Owner

Andrew Weir & Co
6 Lloyd's Avenue
E.C.

Cargo

Coal

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Newcastle
(N.S.W.) for Caldera on the 9th July
1910.

Crew:—

28

(also Captain's Wife)

Including Apprentices

4

Number of Days out

Days

From Sailing to last report from
Caldera 19th/10

129

— do —

— do — 30th/10

144

From Sailing to 4th Jan 1911

179

— do —

11th — 1911

186

COMMITTEE'S DECISIONS.

On the Board

4th Jan 1911

Posted Missing

11th Jan 1911

No. 3143

Dunearn (Ship) of Porsgrund (Norway), Isaksen (Master)
 Tons 1632 gross 1533 net
 Newcastle N.S.W. for Valparaiso

Application submitted

11th January 1911

REMARKS.

Member

Subscribers making application

W. L. W. Hammond 1012
1911Interested as Broker, for
Insurance of Cargo

Owner

P. Jacobsen
Porsgrund

Cargo

Coal

2758 Tons

Insurance effected at

—

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Newcastle
(N.S.W.) for Valparaiso on the 15th
July 1910

Crew:— 18

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Valparaiso 16/12/10

154

On the Board

11th Jan^y 1911

No further list

Posted Missing

18th Jan^y 1911From Sailing to 11th Jan^y 1911

180

— do — 18th — 1911

187

Atlas (Ketch) of Bristol, Official No 45726. Rowles (Master)
Tons 70
Porkmouth for Cardiff

Application submitted

18th January 1911

REMARKS.

Member

Subscribers making application

Mr K L Bilbrough 1020
1911.Interested as Broker for
Insurance of Cargo

Owner

Edwin J. Rowles (Captain)

See letter from Mr Rowles
wife of Captain & Owner dated 11/1/11

Cargo

Pitch

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Portsmouth
for Cardiff on the 24th October 1910
was in tow of the S.S. Wheatfield of
Cardiff & broke adrift 8th Decr 1910

Crew:— 4

Apprentices —

Number of Days out

Days

From Breaking Adrift 8/12/10 }
to 18th Jan 1911 }
— do — " 25th Jan 1911

41

37

48

From Sailing to 18th Jan 1911
— do — 25th Jan 1911

86

79

93

COMMITTEE'S DECISIONS.

On the Board

18th Jan 1911

Posted Missing

25th Jan 1911

ATLAS. — Milford Haven, Dec. 9, 4 54 p.m.—
Wheatfield (s), flour and wheat, from Cardiff to Galway,
reports towed ketch Atlas, of Bristol, dismasted, from
Lundy Island to St. Ann's Head, when tow-rope broke
and vessel was not again seen. Wheatfield cruised all
last night in the vicinity but saw no trace of vessel. It
is feared she foundered with crew of three.

Milford Haven, Dec. 9.— The ketch
Atlas, of Bristol, is bound from Cardiff with a cargo of
pitch.

ATLAS (s).—St. Ann's Head, Dec. 12, 7 a.m.—
Wreckage recovered Sunday, consisting of fore and
mizenmast, broken off, and sail boat deck planking
washed ashore between West Dale Bay and Dale Bay.
Name on stern Atlas, of Bristol, presumed foundered
while in tow of steamer Wheatfield, of Cardiff, off
Skomer Island, on night of Dec. 8-9. Feared crew lost.

Swansea, Dec. 28.—Advices from Port Eynon state
that a ship's board, with the name "Atlas, London,"
is reported to have washed ashore in that district.

Swansea, Dec. 28.—Advices from Port Eynon state
that a ship's board, with the name "Atlas, Bristol"
(not London, as reported in issue of yesterday) is re-
ported to have washed ashore in that district.—[See
paragraph re Atlas in issues of Dec. 10 and 12.]

L.L. 10/12/10

L.L. 12/12/10

L.L. 29/12/10

L.L. 30/12/10

No. 3145

Beatrice Hannah (Ketch) of Gloucester, Official No 93456
 Robert (Master) Tons 68
 Ballinacurra (Co Cork) for Dublin

Application submitted

18th January 1911

REMARKS.

Subscribers making application

Mr Arthur Bray 1386
1911Interested as Broker for Insurance
of Captains Freight & Effects

Owner

Mrs Margaret H. Nurse
(Executrix of the late John Nurse)

Cargo

Malt

Insurance effected at

Gorey Club (Jersey)

On Vessel

On Cargo

Latest Account Sailed from Ballinacurra
(Co Cork) for Dublin on the 15th Dec 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News.*

L.L. 3/1/11

Crew:— 5

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 18th Jan 1911

34

Defer for 21 days

18th Jan 1911do 8th Feb 1911

55

On the Board

8th Feb 1911do 15th Feb 1911

62

Posted Missing

15th Feb 1911

Lucy Johns (Schooner) of Gloucester, Official No 119634.
 Nurse (Master) Tons 97
 Ballinacurra (Co Cork) for Southampton

Application submitted

25th January 1911

REMARKS.

Subscribers making application

Dumas + Wylie Lrd 2750
1911Interested as Brokers for
Insurance of Cargo.

Owner

K Pedersen
Gloucester

Cargo

Oats

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Ballinacurra
for Southampton on the 15th Decr 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News*.

L.L. 3/1/11

LUCY JOHNS.—London, Jan. 7.—Following telegram received from owner, dated Gloucester, Jan. 7:—No news Lucy Johns since sailing. Vessel's boat picked up Port Isaac, about Dec. 27.—[See issue of Jan. 3.]

L.L. 7/1/11

Crew:— 5

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 25th Jan 1911

41

Defer for 14 days

25th Jan 1911— do — 8th Feb 1911

55

On the Board

8th Feb 1911— do — 15th Feb 1911

62

Posted Missing

15th Feb 1911

No. 3147.

Axim ¹⁸¹ of Liverpool, Official No 104579. Elliott, (Master)
 Tons 2804 gross 1750 net
 London for Sierra Leone &c
 via Tenerife

Application submitted

25th January 1911.

REMARKS.

Member

Subscribers making application

Mr L. R. Philipps

2759
1911Interested as Broker for Insurance
of Hull.

Owners

Elder Dempster & Co. Ltd.
Liverpool

Cargo

General

Insurance effected at

London & Liverpool

On Vessel

Chiefly Liverpool

On Cargo

Latest Account Sailed from London
 for Sierra Leone & other ports on
 the West Coast of Africa on the
 9th December 1910

Hamburg, Dec. 31.—The Elswick Manor (s), from
 Nicolaieff, reports that at 11 a.m. Dec. 24, in lat. 47 N.
 long. 6½ W. she passed a piece of wreckage and stopped
 to examine it. Was evidently top of chart-room and
 wheel-house surmounted with brass stanchions and
 rails. Dimensions 17 feet 6 inches by 10 feet 6 inches.
 No ship's name showing, but builders' number (No. 231)
 marked in places. One beam marked "Certified for
 the accommodation of the master."—[With reference
 to above, 231 is the builder's number of the Axim (s),
 which left London, Dec. 9, for West Coast Africa.]

L.L. 3/1/11

Crew:— 34

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Teneriffe 27/11

27

On the Board

25th Jan 1911

— do — — do — 23/1/11

45

Posted Missing

1st Feb 1911From Sailing to 25th Jan 1911

47

— do — 1st Feb 1911

54

Ragnhild (Schooner) of Christiansand, Gulliksen (Master)
 Wemyss for Tonsberg (Norway)
 Tons 155 gross
 — 140 Net

Application submitted

25th January 1911

REMARKS.

Subscribers making application

The Maritime Insurance Co^{ys}
 LiverpoolInterested as Underwriters
 on Freight advanced

Owner

Tryvald, Bjornebo.
 Christiansand

Cargo

Coal.

235 5/20 Tons

Insurance effected at

Arendal, Norway

On Vessel

Tonsberg, Norway

On Cargo

Latest Account

Sailed from Wemyss
 for Tonsberg, on the 3rd November 1910

Christiansand, Jan. 11.—Anxiety is felt for the safety
 of the schooner Ragnhild, of Christiansand, Gulliksen,
 which left Wemyss, Nov. 3, for Tonsberg, with coal.—
 Kysten.

LL 17/11

Crew:—

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
 Tonsberg 19/11

77

Defer for 14 days

25th Jan^y 1911

— do — — do — 4/2/11

93

On the Board

8th Feb^y 1911

— do — — do — 9/2/11

98

From Sailing to 25th Jan^y 1911

83

Posted Missing

15th Feb^y 1911— do — " 8th Feb^y 1911

97

— do — " 15th Feb^y 1911

104

No. 3149

Sappho (Ketch) of Jersey, Gaudin (Master) Official No 76270 Tons 48
Waterford for St Heliers (Jersey)

Application submitted

8th February 1911

REMARKS.

Member

Subscribers making application

Mr. Thomas Forbes 4402¹¹.Interested as Broker for Insurance
of Cargo

Owner

J. C. Renouf
Jersey

Cargo

Oats

Insurance effected at

Gorey Mutual Ins^{co} of Jersey

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Waterford
for St Heliers on the 15th Dec^r 1910

Crew:— 14

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 8th Feby 1911.

55

On the Board

8th Feby 1911— do — 15th Feby 1911.

62

Posted Missing

15th Feby 1911

St Denis ^{15/} of Liverpool, Official No 105,330. Davis (Master)
Tons 516 gross 278 net
Victoria (B. C.) for Salina Cruz
via San Francisco

Application submitted

8th February 1911

REMARKS.

Subscribers making application

Goddard Kennard & Co
4403
11Interested as Brokers for
Insurance of Cargo.

Owner

The Mexican Land & Colonization Co
4 Moorgate Street
London

Cargo

Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Victoria (B.C.)
for Salina Cruz on the 21st Nov^r 1910
and passed Tatoosh the same daySalina Cruz (by Cable received Dec. 9).—St. Denis,
British steamer, is overdue. Sailed on Nov. 17 from
Vancouver. (Agent)

L.L. 9/12/10

ST. DENIS (s).—Vancouver (by Cable received
Dec. 27).—A report received from British steamer
Tees, by wireless, states Cape Scott residents report:
—Dec. 10, wreckage from British steamer St. Denis,
including deckhouse, pilothouse, hatches, portion boats
washed ashore. Sailed for Salina Cruz from Victoria
(B.C.) Nov. 21. (Agent)

L.L. 27/12/10

Victoria, B.C., Dec. 26.—
Wreckage marked "St. Denis" has been ashore near
Cape Scott, indicating the foundering of the missing
steamer St. Denis, bound for San Francisco. No hope
is entertained for the crew.—Reuter.

Crew:— 20

Apprentices

Number of Days out

From Sailing to last Report from
Salina Cruz, 6/11
(no further report)

Days

56

COMMITTEE'S DECISIONS.

On the Board

8th Feb^y 1911

Posted Missing

15th Feb^y 1911From Sailing to 8th February 1911
— do — " 15th February 1911

79

86

No. 3151

Jessie (Schooner) of Fleetwood, Official No 69459. Collins (Master)
Tons 78.
Ballinacurra (Co Cork) for Dublin

Application submitted

8th February 1911

REMARKS.

member

Subscribers making application

Mr H. G. Poland 4525
11

Interested as Underwriter on Cargo

Owner

Francis Flanagan
Dublin

Cargo

Barley

Insurance effected at

On Vessel

On Cargo

Latest Account Sailed from Ballinacurra
(Co Cork) for Dublin on the 15th Dec^r
1910

London, Jan. 27.—It is feared that besides the
Beatrice Hannah and Victoria (before reported) which
left Ballinacurra, Dec. 15, for Dublin, the Jessie, which
left Ballinacurra on Dec. 15 for Dublin, has also been
lost. The report of the Jessie having got to St.
Tudwall's Roads was evidently erroneous.

L.L. 28/1/11

(Extract from letter favoured by
Messrs Hobson Alfrey Wheeler)

Crew:— 14

Apprentices

Number of Days out

From Sailing to 8th Febr 1911

Days

55

do.

do — " 15th Febr 1911

62

COMMITTEE'S DECISIONS.

On the Board

8th Febr 1911

Posted Missing

15th Febr. 1911

Victoria (Schooner) of Banff. Official No 73903. Harper (Master)
Tons 78
Ballinacurra (Cork) for Dublin

Application submitted

8th February 1911

REMARKS.

Number

Subscribers making application

Mr H. G. Poland

Interested as Underwriter
on Cargo

Owner

Frank Nurse
Gloucester

Cargo

Malt

About 140 Tons

Insurance effected at

Gloucester

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Ballinacurra
(Cork) for Dublin on the 15th Dec^r 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News*.

L L 3/11

Crew:— 5

Apprentices

Number of Days out

From Sailing to 8th Feb^y 1911

Days

55

On the Board

COMMITTEE'S DECISIONS.

8th Feb^y 1911— do — " 15th Feb^y 1911

62

Posted Missing

15th Feb^y 1911

No. 3153

Seehund (Steam Trawler) of Geestmünde, Guerruck (Master)
Tons 136 gross 35 net
Geestmünde for North Sea Fishing Grounds

Application submitted

15th February 1911.

REMARKS.

Subscribers making application

Lipf Mearns & Co 5222/11

Interested as Broker for Insurance of Hull.

Owner

Hochseefischerei Nordstern
Actien Gesellschaft
Geestmünde, Germany

Cargo

Insurance effected at

Lloyds & Bremen

On Vessel

On Cargo

Latest Account

Sailed from Geestmünde
for North Sea Fishing Grounds on the
23rd November 1910.

Crew:— 9

Apprentices —

Number of Days out

From Sailing to 15th Feby 1911

Days

84

On the Board

COMMITTEE'S DECISIONS.

15th Feby 1911— do — 22nd Feby 1911.

91

Posted Missing

22nd Feby 1911

Katinitza

of Syria, Tons 1693 gross 1055 net
Novorossisk for Italy

Application submitted

15th February 1911

REMARKS.

Member

Subscribers making application

Mr H. W. L. Hobbs

Interested as Broker for Insurance
of Hull.

Owner

D. F. Andreadis
Syria
Greece

Cargo

Grain

(Wheat)

Insurance effected at

Lloyds

On Vessel

On Cargo

A telegram received from Lloyd's
Agent at Constantinople on the 22nd Feb.
States "no news of Katinitza."Latest Account Sailed from Novorossisk
for Italy on the 26th January 1911Batoum, Feb. 2.—A severe gale, accompanied by a
heavy sea, has caused much damage here, and a large
number of small ships have been driven ashore. The
telegraph lines to India, Europe and many other places
have been damaged.—*Reuter*.

L.L. 2/2/11

London, Feb. 8.—Following telegram received from
owners:—Katinitza left Novorossisk, Jan. 26, for Italy.
Up to date has not passed Constantinople, neither have
we any news.

L.L. 8/2/11

London, Feb. 9.—In reply to inquiry, Lloyd's agents
at Constantinople telegraph as follows: Maria J.
Mango, Katinitza, not passed.

L.L. 9/2/11

Batoum, Feb. 1.—The master of the Russian tank
steamer Borjom, from Constantinople, reports the
that, at 6.45 a.m., Jan. 28, he was called on deck by
officer on watch, and a steamer was seen just ahead of
the Borjom, the latter having great difficulty in avoiding
collision. Nobody was to be seen on board the steamer,
but her machinery was working. She suddenly changed
her course and a huge sea fell upon the vessel and she
went into the depths. This occurred at 7.10 a.m.
about a mile from the Borjom. According to the logs
she was a Greek steamer of about 4000 tons deadweight,
heavily laden, funnel low, and black, with 2 white
rings. Lat. 41 22 N, long. 31 22 E. It was impossible
to render any assistance.—(See issue of Feb. 2).

L.L. 11/2/11

Crew:—

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 15th Feb 1911

20

Defer for 14 days

15th Feb 1911

— do —

1st March 1911

34

On the Board

1st March 1911

— do —

8th March 1911

41

Posted Missing

8th March 1911

No. 3155

Marie J. Mango ¹⁸ of Syra, Diacakis (Master)
 Novorossisk for Emden
 Tons 3191 gross 2031 net.

Application submitted

22nd February, 1911

REMARKS.

Subscribers making application

P. J. Hobbs
(JW Hobbs & Co)Interested as Broker for Insurance
of Hull

Owner

John A Mango
Mango & Co
49 Lime Street E.C.

Cargo

Grain

(Barley)

Insurance effected at

Lloyds & London Companies

On Vessel

On Cargo

A telegram received from Lloyd's
 Agent at Constantinople on the 22nd Feby
 states "no news of Marie J Mango"

Latest Account Sailed from Novorossisk
 for Emden on the 26th January 1911

Crew:— 25

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 22nd Feby 1911

27

Defer for 7 days

22nd Feby 1911

— do —

1st March 1911

34

On the Board

1st March 1911

— do —

8th March 1911

41

Posted Missing

8th March 1911

Batoum, Feb. 2.—A severe gale, accompanied by a heavy sea, has caused much damage here, and a large number of small ships have been driven ashore. The telegraph lines to India, Europe and many other places have been damaged.—*Reuter*.

London, Feb. 9.—In reply to inquiry, Lloyd's agents at Constantinople telegraph as follows: Marie J. Mango Katinitza not passed.

London, Feb. 9.—Marie J. Mango (a): The Owners, in reply to inquiry, write, under date of Feb. 8:—We have no news of her position. It is true that she left Novorossisk on the 26th ult., and up to the moment of writing she has not yet arrived at Constantinople.

Batoum, Feb. 1.—The master of the Russian tank steamer Borjom, from Constantinople, reports the that, at 6 45 a.m., Jan. 28, he was called on deck by officer on watch, and a steamer was seen just ahead of the Borjom, the latter having great difficulty in avoiding collision. Nobody was to be seen on board the steamer, but her machinery was working. She suddenly changed her course and a huge sea fell upon the vessel and she went into the depths. This occurred at 7 10 a.m. about 1 mile from the Borjom. According to the flags she was a Greek steamer of about 4000 tons deadweight, heavily laden, funnel low, and black, with 2 white rings. Lat. 41 22 N, long. 31 22 E. It was impossible to render any assistance.—(See issue of Feb. 2).

Fanny Fothergill (Schooner) of Fleetwood, Official No. 49663
 Jones (Master) Tons 179 gross 147 net
 London for Llanelli
 via Falmouth

Application submitted

22nd February 1911

REMARKS.

Subscribers making application

W Ward Smith
 (Fletcher + Wellou) 3443
 11

Interested as Brokers for Insurance of Cargo

Owner

Thomas C. Cooper
 Runcorn

Cargo

Steel Turnings

260 Tons

Insurance effected at

Lloyds

On Vessel

On Cargo

A letter from Mr T.C. Cooper
 dated 10th March 1911, states:
 "No news since leaving Falmouth"

Latest Account Sailed from London
 for Llanelli on the 15th Nov^r 1910
 put into Falmouth left there on
 the 17th January 1911.

FANNY FOTHERGILL—Cardiff, Feb. 11.—
 Definite news, says a Cork telegram, has been received
 concerning the three-masted schooner Fanny Fothergill,
 of Aberystwyth, which left Falmouth on Jan. 13 last
 for Llanelli. Captain Hughes of the Sunbeam, arrived
 at Cork from Ipswich, reports that when 100 miles
 north-west of the Longships the crew noticed portions
 of wreckage. Some of it they got on board, and an
 inspection showed it to be the side of a ship's boat on
 which was the name Fanny Fothergill.

L.L. 11/2/11

(South Wales Daily Mail)

Crew:— 5

Apprentices

Number of Days out

Days

From leaving Falmouth to 22/2/11. 36
 — do — 17/1/11. 50
 — do — 8/3/11. 57
 — do — 15/3/11. 99
 From Sailing to 22nd Feb^y 1911

COMMITTEE'S DECISIONS.

Defer for 14 days 22nd Feb^y 1911.
 On the Board 8th March 1911
 Posted Missing 15th March 1911

No. 3157

Grebe(Steam Trawler) of Hull, Official No 123.282. Radford (Master)
Tons 172 gross 52 net
Hull for North Sea Fishing Grounds

Application submitted

22nd February 1911

REMARKS.

Member

Subscribers making application

Mr A. H. Buchanan
(Leslie Godwin L^{td}) 5723/11Interested as Broker for Insurance
of Hull

Owner

Kelsall Bros + Beeching L^{td}
Hull

Cargo

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

Latest Account

Sailed from Hull
for North Sea Fishing Grounds
on the 29th December 1910, and
boarded fish into the Cutter on
the 31st Dec^r 1910.

GREBE (trawler). — Hull, Jan. 17. — Fears are entertained for the safety of the trawler Grebe, belonging to the Gamecock Fleet. The Grebe has been out with the fleet in the North Sea. It is 14 days since she sent any fish to the cutter; vessels from the fleet have come to port, but they have brought no news of the Grebe. The owners are without information. — Hull Eastern Morning News.

L. L. 18/1/11

Crew:— 9

Apprentices

Number of Days out

Days

From last seen to 22nd Feb 1911. 53
— do — 1st Mch 1911. 60From Sailing to 22nd Feb 1911. 55
— do — 1st March 1911. 62

COMMITTEE'S DECISIONS.

On the Board

22nd Feb^y 1911

Posted Missing

1st March 1911

Riozinho 15/ of Para, Beard (Master) Tons 190 gross 129 net.
 London for Para
 via Dartmouth

Application submitted

1st March 1911

REMARKS.

Member

Subscribers making application

Mr. A. Howden 6302.
11.Interested as Broker for Insurance
of Hull.

Owner

Pinho & Certo
Para
(Contracted for by J. Bremner)
Liverpool

Cargo

Insurance effected at

London

On Vessel

On Cargo

Latest Account Tailed from London for
 Para on the 1st November 1910, put
 into Dartmouth & left there 19th Decr.
 1910

Crew:— 13

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Dartmouth to last report.

from Para 26/1/11

38

Defer for 14 days

1st March 1911

— do —

— do — 25/2/11

68

On the Board

15th March 1911

— do —

— do —

From Dartmouth to 1st March 1911

72

Posted Missing

22nd March 1911

— do —

15th — do —

86

— do —

22nd — do —

93

RIOZINHO (s).—Dover, Nov. 4, 10 25 a.m.—
 Steamer Riozinho, of Para, from London for Para, put
 in here with starboard side of windlass broken, and
 having slipped from starboard anchor and 60 fathoms
 of chain in East Bay, Dungeness, during heavy gale
 last night.

L.L. 4/11/10

RIO ZINHO (s).—Dover, Nov. 9, 3 28 p.m.—Rio
 Zinho, sailed 2 p.m., after repairing windlass and re-
 placing anchor and chain.

L.L. 10/11/10

RIO ZINHO (s).—Dover, Nov. 11, 9 35 p.m.—
 Steamer Rio Zinho put back, lost both anchors and
 ninety fathoms chain in gale off Portland; after ballast
 tank full of water.

L.L. 12/11/10

RIO ZINHO (s).—Dover, Nov. 12.—To ascertain
 cause leakage after tank must sight bottom. Cannot
 get slip before twenty-third. Suggest put vessel on
 level ground alongside quay outer harbour, where could
 probably see cause damage.—Salvage Association.
 (Note.—The Salvage Association have sent a surveyor
 to report and advise.)

L.L. 14/11/10

RIO ZINHO (s).—Dover, Nov. 19, 1 14 p.m.—Rio
 Zinho (s) sailed noon after repairing losses.

L.L. 21/11/10

No. 3159

Louis et Marie (Schooner) of St Malo, Golven (Master)
Tons 139 gross 84 net
Swansea for Oporto

Application submitted

22nd March 1911

REMARKS.

Subscribers making application

Matthews Wrightson & Co^l

Interested as Agents for Cargo Insurers.

Owner

J. Fermet
St Malo
France

Cargo

Coal

180 Tons Anthracite Beans

Insurance effected at

France

On Vessel

Cardiff

On Cargo

Latest Account Sailed from Swansea
for Oporto, on the 15th Dec^r 1910

Cardiff, Dec. 27.—Mr. J. A. Clare, Cardiff and Barry pilot, writes that on the 19th inst, when cruising in the Bristol Channel, two miles off the Foreland (Lynmouth), he found a lifebuoy containing the body of a man. The lifebuoy was painted white, with the name in black letters "Louise et Marie," of St. Malo.

LOUIS ET MARIE.—Swansea, Jan. 12.—Anxiety is felt for the safety of the schooner Louis et Marie, of St. Malo, which left Swansea, Dec. 15, for Oporto. A lifebuoy, marked "Louis et Marie," in which was the body of a man, was seen floating in the Bristol Channel Dec. 17.—*Petit Journal*.—[See Cardiff under "Derelicts and Wreckage" in issue of Dec. 29.]

L.L. 28/12/10

L.L. 13/1/11

Crew:— 7

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Swansea to last report
from Oporto

92

On the Board

22nd March 1911

do — do — 20/3/11

95

Posted Missing

29th March 1911From Swansea to 22nd March 1911

97

do — 29th March 1911

104

Ruth (Schooner) of Marstal (Nielsen. Master. Tons 172 gross 146 net)
St Johns (N.Z.) for Liverpool

Application submitted

29th March 1911

REMARKS.

Subscribers making application

Woods + Maalen

Interested as Broker for
Insurance of Cargo

Owner

C. W. Clausen
Marstal
Denmark

Cargo

166 Tons Oil

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account Sailed from St Johns (N.Z.)
for Liverpool on the 4th Decr 1910

Crew:— 5

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing, to 29th Mch 1911

115

On the Board

29th March 1911

— do —

5th April 1911.

122

Posted Missing

5th April 1911

No. 3161

Theta (Schooner) of Windsor (Nova Scotia) Official No 107307, Satter (Master)
 Hillsboro (New Brunswick) for Philadelphia
 Tons 462 gross 420 net

Application submitted

19th April 1911

REMARKS.

Subscribers making application

C. E. Heath & Co

12772
11Interested as Broker for Insurance
of Freight

Owner

F. W. Sumner

Moncton

New Brunswick

Cargo

100 Tons of Rock Plaster (under deck)

400,000 Laths on deck

Insurance effected at

Companies

On Vessel

On Cargo

Latest Account

Sailed from Hillsboro
(New Brunswick) for Philadelphia
on the 3rd December 1910

Moncton, Jan. 14. — Anxiety is felt for British schooner Theta, which sailed from Hillsboro (N.B.), Dec. 3, for Philadelphia. She is owned by the T. W. Sumner Company, of Moncton.

(New York Herald)

L. L. 25/1/11

Crew:— 8

Apprentices

Number of Days out

Days

From Sailing to last report from
Philadelphia 10/4/11

128

— do — — do — 17/4/11

135

From Sailing to 19th April 1911

137

— do — 26th April 1911

144

COMMITTEE'S DECISIONS.

On the Board

19th April 1911

Posted Missing

26th April 1911

Gesina Lucia (Schooner) of Dublin, Official No 104.967
 Waldron, Master, Tons 75
 Milford for Ballydehob (Co Cork)

Application submitted rd

3 May 1911

REMARKS.

Member

Subscribers making application

Mr A. F. Charlesworth

13359

Interested as Broker for
Insurance of Cargo

Owner

J. Waldron (also Captain)
8 Ferry Bank
Arklow

Cargo

120 Tons Coal

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account

Tailed from Milford
for Ballydehob (Co Cork) on the
17th March 1911.

GESINA LUCIA.—London, April 18.—According to a letter received from the wife of the master of the Dublin schooner *Gesina Lucia*, dated April 17, that vessel left Milford, March 17, for Ballydehob, and has not since been reported. The letter also mentions that the body of a sailor has been washed ashore at Ardfield, and from a life-jacket found on it it was thought to be that of one of the schooner's crew.

L.L. 18/4/11

Crew:— H

Apprentices

Number of Days out

From Sailing to the 3rd May 1911

Days

47

— do — 10th May 1911

54

COMMITTEE'S DECISIONS.

On the Board

3rd May 1911

Posted Missing

10th May 1911

No. 3163

Cap Spartel 1st of Antwerp, Renkin, Master, Tons 969 gross
581 net
Swansea for Palermo

Application submitted

3rd May 1911.

REMARKS.

Member

Subscribers making application

M^r. A. D. Aubrumenil
13821
11

Interested as Broker for Owner

Owner

"Mercure" Société Anon Belge
de Navigation
Antwerp

Cargo

1110 Tons Coal

Insurance effected at

London, Hamburg.
& France

On Vessel

Northern Maritime
Ins^{co} Co L^d.

On Cargo

Newcastle on Tyne

Latest Account

Sailed from Swansea
for Palermo on the 4th March
1911.

CAP SPARTEL (s).—Antwerp, March 25.—
Anxiety is felt for the safety of the Belgian steamer
Cap Spartel, Renkin, which left Swansea, March 4, for
Palermo, and has not yet been reported arrived.—
Antwerp paper.

L.L. 28/3/11.

Crew:— 17

Apprentices

Number of Days out

Days

From Sailing to last report from
Palermo 27/4/11

54

— do — do — 4/5/11

61

From Sailing to 3rd May 1911

60

— do — 10th May 1911

67

COMMITTEE'S DECISIONS.

On the Board

3rd May 1911

Posted Missing

10th May 1911

Burnbrae ^{1s} of Glasgow; Official No 115689, McFall (Master)
Tons 200 gross 37 net
Cardiff for Wexford

Application submitted

17th May 1911

REMARKS.

Member

~~Subscriber~~ making application

Mr J H Morrison

Interested as Broker for the
Insurance of Hull.

Owner

The Glasgow Steam Coasters Ltd
(Paton & Hendry)

Cargo

Coal

171 Tons 12 cwt Welsh House Coal

Insurance effected at

London, Liverpool
& Glasgow.

On Vessel

On Cargo

Latest Account Tailed from Cardiff
for Wexford on the 18th April 1911

BURNBRAE (s).—London, April 28.—Burnbrae (s), which sailed from Cardiff for Wexford on April 18, has not yet arrived at her destination. Owners have intimation that a lifeboat, also a lifebuoy, marked S.S. Burnbrae, have been washed up at Pendine, St. Clears, South Wall.

L.L. 29/4/11

BURNBRAE (s).—London, May 11.—On May 8 a ship's boat, empty, 18 ft. long by 6 ft. beam, marked "S.S. Burnbrae, Glasgow," no flooring boards or rudder, was found three miles east of Pendine. In custody of Receiver of Wreck, Llanelly.

L.L. 12/5/11

Crew:—

6

Apprentices

Number of Days out

From Sailing to 17th May 1911

Days

29

COMMITTEE'S DECISIONS.

On the Board

17th May 1911

— do —

24th May 1911

36

Posted Missing

24th May 1911

No. 3165

Cayo Largo

18/ of London, official No 108341. Chase (Master)
Tons 34.31 gross 22.3 net
Swansea for Tampico

Application submitted

31st May 1911

REMARKS.

Member

~~Subscriber~~ making application

M^r Charles Wright 47774
" "

Interested as Broker for Insurance
of Hull.

Owner

The Cuban Steamship Co^{ld}
(E Bigland & Co)
7 East India Avenue, E

Cargo

Coal

4,300^{tons} Anthracite Coal

Insurance effected at

Lloyds & Companies

On Vessel

Lloyds

On Cargo

See letter from Agent Tonmay-Charente
dated 12th June 1911 re boat picked up by
the barque "Mashona"

A letter from Lloyds Agent at Swansea
dated 24th June states that no shifting boards
were used with this coal & it is not usual to
stow with shifting boards.

Latest Account

Sailed from Swansea
for Tampico on the 16th April 1911

Crew:— 29

Apprentices

Number of Days out

Days

From Sailing to last report from
Tampico

29

— do — — do — 29/5/11. 43

— do — — do — 5/6/11. 50

— do — 31st May 1911 45

— do — 14th June 1911. 59

— do — 21st June 1911. 66

Defer for

On the Board

Posted Missing

14th June 1911

21st June 1911

CAYO LARGO (s).—Scilly, May 23, noon.—
Following received by wireless telegraphy from HMS
Cumberland:—Picked up empty lifeboat belonging
Cayo Largo. Position Cumberland 47 20, 7 21.
CAYO LARGO (s).—London, May 23, 9 52 p.m.—
A telegram from the Admiralty states:—H.M.S. Cum-
berland reports having picked up, about 47 20 N, 7 21
W, belonging to steamer Cayo Largo, Cuban Line, boat
24 feet long, floating bottom up in good order, with only
a small hole, about water-line, on starboard quarter,
quite empty; apparently been in water some time.—
Milford Haven, June 1, 9 10 a.m.—The air-cased
boat, marked "S.S. Cayo Largo, London," picked up
at sea by HMS Cumberland, is now at Government
Dockyard Pembroke.
CAYO LARGO (s).—Rochefort, June 6.—The
Norwegian four-mast barque Mashona, Broch, on her
way from Australia to Falmouth, reports:—May 23,
200 miles SW of Scilly Islands, picked up a boat with
name painted: "Cayo Largo, London." The Mashona
arrived in Ile d'Aix Roads, off Rochefort, on the 3rd
inst.—[See paragraph in issue of May 23.]

L.L. 23/5/11

L.L. 24/5/11

L.L. 1/6/11

L.L. 8/6/11

May 1911

No. 3165

Cayo Largo 1st of London, Official No 108,341. Chase (Master)
Tons 3431 gross 2223 net
Swansea for Tampico

Application submitted

31st May 1911

REMARKS.

Member

~~Subscriber~~

making application

Mr Charles Wright 47774
" "Interested as Broker for Insurance
of Hull.

Owner

The Cuban Steamship Co Ltd
(E Bigland & Co)
7 East India Avenue, E.C.

Cargo

Coal

4,300^{tons} Anthracite Coal

Insurance effected at

Lloyds & Companies

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Swansea
for Tampico on the 16th April 1911See letter from Agent Tomnay-Charente
dated 12th June 1911 re boat picked up by
the barque "Mashona"A letter from Lloyd's Agent at Swansea
dated 24th June states that no shifting boards
were used with this coal & it is not usual to
stow with shifting boards.

CAYO LARGO (s). — Scilly, May 23, noon. —
Following received by wireless telegraphy from HMS
Cumberland: — Picked up empty lifeboat belonging
Cayo Largo. Position Cumberland 47 20, 7 21.

L.L. 23/5/11

CAYO LARGO (s). — London, May 23, 9 52 p.m. —
A telegram from the Admiralty states: — H.M.S. Cum-
berland reports having picked up, about 47 20 N, 7 21
W. belonging to steamer Cayo Largo, Cuban Line. boat

L.L. 24/5/11

Crew: — 29

Apprentices

L.L. 1/6/11

L.L. 8/6/11

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	Days
Tampico 19/5/11.	29
do do 29/5/11.	43
do do 5/6/11.	50
do 31 st May 1911	45
do 14 th June 1911.	59
do 21 st June 1911.	66

Defer for 14 days

31st May 1911

On the Board

14th June 1911

Posted Missing

21st June 1911

Beauview (Steam Tug) of Glasgow, Official No 128252.
McDonald, (Master) 49 Tons
Gourock for Lisbon

Application submitted

26th July 1911

REMARKS.

Member

~~Subscriber~~ making application

Mr A. H. Buchanan
(Leslie & Godwin) 22706
11.

Interested as Broker for Insurance
of Hull

Owner

John Stewart
82 Gordon Street
Glasgow

Cargo

Insurance effected at

Glasgow & London

On Vessel

On Cargo

Latest Account

Sailed from Gourock
for Lisbon on the 24th June 1911

Crew:—

6

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Lisbon

27

Defer for 14 days

26th July 1911

— do —

— do — 25/7/11

42

On the Board

9th August 1911

— do —

— do — 11/8/11.

48

From Sailing to the 26th July 1911

32

Posted Missing

16th August 1911

— do —

9th Aug 1911.

46

— do —

16 Aug 1911

53

No. 3167

Belliver 1st of Teignmouth, Official No 109683, Moysey (Master)
Tons 755 gross 397 net
Rafso (Finland) for Plymouth

Application submitted

27th September 1911

REMARKS.

Member

Subscribers making application

Sir Frederic Bolton 28320¹¹

Interested as Broker for Insurance of Hull

Owner

Whiteway & Ball.
1 North Quay
Fot quay

Cargo

Wood

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from Rafso
(Finland) for Plymouth on the
8th September 1911.Crew:— 14 & Captain's Wife & two Children
Apprentices —

Number of Days out

Days

From Sailing to 27th Sept 1911.

19

Defer for 7 days

27th Sept 1911— do — 4th Oct 1911.

26

On the Board

4th Oct 1911— do — 11th Oct 1911.

33

Posted Missing

11th Oct 1911

Gefle, Sept. 13. — The captain of the steamer Carl XV., from Gothenburg, which arrived here last night, reported that he found a ship's boat yesterday morning in the Aland Sea. The boat, which was full of water, contained three dead bodies, apparently of men who had succumbed to cold and exhaustion. Papers were found on one of the corpses showing that they belonged to the crew of an English steamer. The papers were made out in the name of H. Cook, of Middlesbrough, engineer, aged 45. No papers were found on the other corpses. The dead bodies were buried at sea.—*Reuter*.—[See London under "Miscellaneous" in issue of Sept. 14.]

Gefle, Sept. 13, 12 35 p.m.—Carl XV, Swedish steamer reports that on the 10th Sept., in lat. 60 N, long 19 E, picked up a boat containing three dead persons from the wreck of a British steamer, name unknown, supposed to have foundered in the recent gales; crew supposed drowned.—[See London under "Miscellaneous."]

London, Sept. 13.—In reply to inquiry as to whether there were any marks on the boat containing three dead persons, picked up by Swedish steamer Carl XV., to lead to identification, and what were the reasons for supposing that it came from a British steamer, Lloyd's Agent at Gefle telegraphs, Sept. 13, as follows:—Boat unmarked. Discharge certificate for H Book, second engineer, from British steamer Billina, Teignmouth, date May 7, this year, on body.—[See Gefle under "Miscellaneous."—Mem.: The steamer Belliver, of Teignmouth, H. Bock or Cook 2nd engineer, left Rafso Sept. 8 for Plymouth and above report may possibly have reference to that steamer.

L.L. 13/9/11

COMMITTEE'S DECISIONS.

Curanja (River Steamer) of Para, Whyte, (Master) Tons 192 gross
128 net
The Clyde for Las Palmas
+ thence for Manaoas

Application submitted

18th October 1911

REMARKS.

Subscribers making application

Mr. P. F. Tuck
(Tuck & Son & Co)Interested as Broker for
Insurance of Hull.

Owner

James Pollock Sons & Co^{rs}
3 Lloyds Avenue
E.C.

Cargo

86 Tons Bunker Coal.

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account

Sailed from Bowling
(Clyde) for Manaoas via Las Palmas
on the 12th September 1911 and passed
Kildonan Head on the 13th Sept 1911Las Palmas, Oct. 6, 3 10 p.m.—Curanja (s), has not
arrived.

L. L. 7/10/11

Crew:— 12

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last Report from	} Las Palmas 7/10/11	24	
— do — — — — —			22/10/11
— do — — — — —			6/11/11
— do — — — — —			12/11/11
From Sailing to	18 th Oct ^r 1911	35	
— do —	1 st Nov ^r 1911	49	
— do —	15 th Nov ^r 1911	63	
— do —	22 nd " 1911	70	

Defer for 14 days	18 th Oct ^r 1911
Defer further 14 days	1 st Nov ^r 1911
On the Board	15 th Nov ^r 1911
Posted Missing	22 nd Nov ^r 1911

No. 3169

Solway (Ship) of Liverpool, Salter (Master) Tons 1720 gross 1899 net
 Official No 105327
 Newcastle N.S.W. for Junin (Chile)

Application submitted

22nd November 1911

REMARKS.

Member

~~Subscribers~~ making application

Mr Walter. F. Smith

Interested as Broker for the
Owners

Owner

J & J Rae & Co
28 Chapel Street
Liverpool

Cargo

Coal

2766 Tons Caledonian Coal

Insurance effected at

Mutual Clubs

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle
N.S.W. for Junin on the 21st
June 1911.

Crew:— 22

including Apprentices 4.

Number of Days out

Days

From Sailing to last report
from Junin }
30/9/11

101

— do — — do —

From Sailing to 22nd Nov 1911

154

— do — 29th Nov 1911

161

COMMITTEE'S DECISIONS.

On the Board

22nd Nov^r 1911

Posted Missing

29th Nov^r 1911

Trent 1/3 of Hull, official No 132,211. J Taylor (Master) Tons 530 gross
240 net
Middlesboro'-on-Fees for Randers (Denmark)

Application submitted

6th December 1911

REMARKS.

Member

Subscribers making application

Mr A D'Armenil

36055
11Interested as Broker for Insurance
of Hull

Owner

E. J. Hutchinson
Hull

Cargo

Salt + Pig Iron

517 Tons Salt
110 " Pig Iron
627

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

Latest Account

Tailed from Middlesboro'-
on-Fees for Randers (Denmark)
on the 5th Nov^r 1911

Crew:- 12

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from		
Randers	26	
— do — — do — 16/12/11	41	
— do — — do — 21/12/11	46	
From Sailing to 6 th Dec ^r 1911	31	
— do — " 20 th Dec ^r 1911	45	
— do — " 29 th Dec ^r 1911	54	

Defer for 14 days 6th Dec^r 1911On the Board 20th Dec^r 1911Posted Missing 29th Dec^r 1911

No. 3171

Haegholmen

15/ of Haugesund (Norway) Haagenwig (Master)

Tons 384 gross 228 net

St Yarmouth for St Petersburg
via Kiel Canal

Application submitted

6th December 1911

REMARKS.

Subscribers making application

Mr. W. H. Sharp

Interested as Broker for Insurance
of part Cargo

Owner

Mikal Lindöe
Haugesund
Norway

Cargo

3101 Barrels Cured Herrings
(of which 342 Barrels on Deck)

Insurance effected at

Haugesund

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Yarmouth
for St Petersburg via the Kiel Canal
on the 4th Nov. 1911

HAEGHOLMEN (s). — Haugesund, Nov. 15. —
Anxiety is felt for the safety of the Norwegian steamer
Haegholmen, which left Yarmouth, Nov. 4, for St.
Petersburg, and has not yet been reported arrived.
— Borsen Halle.

L. L. 21/11/11

Crew:— 10

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Kiel 2/12/11.

28

Defer for 14 days

6th Dec^r 1911

— do —

16/12/11.

42

On the Board

20th Dec^r 1911

— do —

24/12/11.

50

From Sailing to 6th Dec^r 1911

32

Posted Missing

29th Dec^r 1911

— do —

20th Dec^r 1911.

46

— do —

29th Dec^r 1911.

55

No. 3172

Hermann Lerche 1st of St Petersburg, Ragel, (Master)
 Tons 3126 gross 1871 net
 Rotterdam for St Petersburg

Application submitted

13th December 1911

REMARKS.

Members

Subscribers making application

Mr F. E. Dixon 37469 11.

Interested as Broker for Insurance of part Hull.

Owner

The Northern Steamship Co. Ltd.
St Petersburg

Cargo

Sugar, Flour + General

Insurance effected at

Lloyd's + in Germany

On Vessel

Germany

On Cargo

Latest Account

Sailed from Rotterdam for St Petersburg on the 4th Nov^r 1911.

Crew :-

29

Apprentices

Number of Days out

Days

From Sailing to last report from
St Petersburg 4/12

30

— do —

— do —

From Sailing to 13th Dec^r 1911

39

— do —

20th Dec^r 1911.

46

COMMITTEE'S DECISIONS.

On the Board

13th Dec^r 1911

Posted Missing

20th Dec^r 1911

No. 3173

Waaland (Ship) of Krageroe (Norway) Aadnesen (Master)
 London for Christiania
 Tons 600 gross 547 net

Application submitted

13th December 1911

REMARKS.

Subscribers making application

Mr W. J. Barker

Interested as Broker for Insurance
of Hull

Owner

J Knudsen Graue
Krageroe
Norway

Cargo

Coke

Insurance effected at

Lloyds (partly)

On Vessel

Norway

On Cargo

Latest Account Sailed from London
 for Christiania on the 3rd Nov^r
 1911.

Christiania, Dec. 8.—Advices from Lillesand state that during a gale last month a quantity of wreckage came ashore in that district. It included a small quantity of sawn timber and a lifebuoy, marked "Waaland, Kragero."

WAALAND.—Christiania, Dec. 23.—Anxiety is felt for the safety of the barque Waaland, of Kragero, which left Gravesend Nov. 3 for this port and has not yet been reported arrived. Advices from Farsund state that a nameboard marked "Waaland" has drifted ashore at Tjomestrand, Lister.—Børsen Halle.

L.L. 12/12/11

L.L. 29/12/11

Crew:— //

Apprentices —

Number of Days out

Days

From Sailing to last report from	Christiania	37
— do —	— do — 10/12	57
— do —	— do — 30/12/11	64
From Sailing to	13 th Dec ^r 1911	40
— do —	3 rd Jan ^y 1912	61
— do —	10 th Jan ^y 1912	68

COMMITTEE'S DECISIONS.

Defer for 21 days 13th Dec^r 1911On the Board 3rd Jan^y 1912Posted Missing 10th Jan^y 1912

Einigkeit(Sailing Ship) of Barssel (Germany) J. Hülpert (Master)
Tons 133 gross 113 net
Type for Harburg

Application submitted

20th December 1911

REMARKS.

Subscribers making application

Northern Maritime Ins^{Co} Ltd
Newcastle-on-TyneInterested as Underwriter on
Cargo

Owner

J. Hülpert (also Captain)

Cargo

Fire Bricks

Insurance effected at

—

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account

Sailed from The Tyne
for Harburg on the 1st November
1911

Crew:—

5

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Harburg 19/12/11

48

Defer for 9 days

20th Dec^r 1911

— do — 24/12/11

54

On the Board

29th Dec^r 1911

— do — 31/12/11

61

From Sailing to 20th Dec^r 1911

50

Posted Missing

3rd Jan^y 1912— do — 29th Dec^r 1911

59

— do — 3rd Jan^y 1912

64

No. 3175

Magnat (Sailing Ship) of Langesund (Norway), Wenstob, (Master)
Tons 587 gross 519 net
London for Christiania

Application submitted

20th December 1911

REMARKS.

Subscribers making application

Mr W. L. Barker

Interested as Broker for Insurance
of part Hull.

Owner

Jacobsen & Co
Langesund
Norway

Cargo

Coke

Insurance effected at

Lloyds (partly)

On Vessel

Norway

On Cargo

Latest Account

Sailed from London
for Christiania on the 29th Sept
1911

Ostend, Oct. 21.—A large number of planks, 10
bundles of laths marked "A.P.B." a lifebuoy marked
"Magnat, Langesund," a large sail and a broken piece
of boom from a Lowestoft vessel have been brought in
here by Ostend fishing vessels.

L.L. 25/10/11

MAGNAT.—London, Nov. 7.—The reported arrival
at Christiania of the Norwegian barque Magnat is not
confirmed. Advices from Christiania, dated Nov. 4,
state that it is feared that the vessel foundered during
the heavy gale which prevailed two days after she left
London.

L.L. 8/11/11

Crew:— 10

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Christiania 16/12/11 }
— do — — do — 23/12/11 }

78

85

On the Board

20th Dec^r 1911

Posted Missing

29th Dec^r 1911

From Sailing to 20th Dec^r 1911 82
— do — 29th Dec^r 1911 91

Skudesnaes ^(Schooner) ~~(Ship)~~ of Skudesnaes, Norway Nielsen (Master)
Tons 99 gross 89 net
Labrador for Gibraltar for orders

Application submitted

29th December 1911

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{td}Interested as Brokers for
Insurance of part Cargo

Owner

E. Forkildsen
Skudesnaes
Norway

Cargo

Codfish

Insurance effected at

On Vessel

Lloyds & St John's (Newfoundland)

On Cargo

Latest Account Sailed from Labrador
for Gibraltar for orders on the
30th September 1911.

London, Dec. 28.—"According to the Christiania
paper Kysten, the Norwegian schooner Skudesnae
left American Fickle, Labrador, on Oct. 9 for Gibraltar
—[By last account in Lloyd's List, the Skudesnae
sailed from Snug Harbour, Labrador, Sept. 30 for
Gibraltar.]

L.L. 29/12/11

Crew:— 5

Apprentices — 7

29th Dec^r — Wrote agent Christiania
asking him to communicate with the
Owner, as to the above paragraph, and
to reply by telegram.
3rd Jan^y 1912. Owner cannot confirm

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Gibraltar 23/12 } 84
— do — — do — 29/12 } 89

On the Board

29th Dec^r 1911

Posted Missing

3rd Jan^y 1912

From Sailing to 29th Dec^r 1911 } 90
— do — — 3rd Jan^y 1912 } 95

No. 3177

White Rose 18/ of Liverpool, Official No 131332, Smith (Master)
Tons 610 gross 256 net
La Pallice for Liverpool
(via La Rochelle, France)

Application submitted

10th January 1912

REMARKS.

Member

~~Subscribers~~

making application

Mr. Edmund Deane

Interested as Underwriter & Broker
for Hull.

Owner

Richard Hughes & Co
17 James Street
Liverpool

Cargo

Wheat

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from La Pallice
(France) for Liverpool on the 10th Decr
1911, and left La Pallice Roads on
the 11th Decr 1911.

Crew:— 11

Apprentices

Number of Days out

Days

From La Pallice Roads to 10/1/12.

30

do ——— 17/1/12

37

From Sailing to 10th Jan 1912.

31

do ——— 17th Jan 1912

38

COMMITTEE'S DECISIONS.

On the Board

10th Jan 1912

Posted Missing

17th Jan 1912

WHITE ROSE (s).—London, Dec. 22.—it is feared that the steamer White Rose, from France for home, has foundered with all hands in the Bay of Biscay. The vessel was seen last Friday flying signals of distress, and has not been reported since.—Daily Telegraph.

L.L. 22/12.

—Liverpool, Dec. 22, 11 37 a.m.—Owners have received advices from Receiver of Wreck, Plymouth, this morning, a boat marked White Rose, Liverpool, picked up, afloat, 400 yards north of Redding Point. Now in charge Coastguard Cawsand.

L.L. 23/12.

—Plymouth, Dec. 23, 9 5 a.m.—A boat marked "White Rose—Liverpool," has been picked up in a battered condition in the Sound.

—London, Dec. 26.—The cross Channel steamer Devonian on arrival at Plymouth reported that on Saturday she passed between Start Point and the Eddystone a lifeboat painted white, which is thought to have been another of the boats of the Liverpool steamer White Rose.

L.L. 27/12.

Rap ¹⁸¹ of Christiania, Gram (Master) Tons 706 gross 405 net
Newlyn (Cornwall) for Dover

Application submitted

17th January 1912

REMARKS.

~~Member~~~~Subscribers~~ making application

Mr Hugh P. Paul 1465/12

Interested as Broker for Insurance
of Freight & Disbursements.

Owner

Pedersen & Co
Christiania

Cargo

Granite

900 Tons

Insurance effected at

Grammen

On Vessel

Lloyds

} on Freight
Disbursements

Unknown

On Cargo

Latest Account Sailed from Newlyn
for Dover on the 9th Decr 1911

Crew:— 14

Apprentices —

Number of Days out

From Sailing to 17th Jan^y 1912.Days
39— do — 24th Jan^y 1912

46

COMMITTEE'S DECISIONS.

On the Board

17th Jan^y 1912

Posted Missing

24th Jan^y 1912

RAP (s).—*Cowes*, Dec. 14, 12 p.m.—Lifebuoy and lifebelt marked Reap (? Rap), of Christiania, and a pigeon-house washed ashore at Shanklin; thought possible connected with whaleboat picked up at Spithead by H.M.S. Liverpool on Tuesday.

— *London*, Dec. 15.—It is feared that the Rap (s), bound from Newlyn to Dover, with a cargo of granite, has been lost with all hands in the Channel. The Rap, a vessel of 706 tons, owned at Christiania, left Newlyn on Saturday and should have reached Dover 36 hours later.—*Times*.

— *St. Catherine's Point*, Dec. 15, 11 55 a.m.—This morning at 7 a.m. a whale boat was washed ashore under Lloyd's Signal Station, with "Rap" on bows, "Xania" on stern, also a few yards E a lifebelt marked the same. A dead body of a man with lifebelt on with same name on it was found yesterday at Atherfield. Age of man from 55 to 60.

— *Cowes*, Dec. 15, noon.—Body washed ashore Atherfield wearing lifebelt marked "Reap (? Rap) Xania." Pilots report loose timber in Channel.

— *St. Catherine's Point*, Dec. 15, 7 2 p.m.—Dead body of merchant seaman washed ashore underneath signal station, presumed one of crew of steamer Rap, of Christiania; age about 24, height 5 ft. 4 in. no marks of identification on body.

— *Chichester*, Dec. 18.—The body of a man fully dressed, with a lifebelt on, marked "Rap X-ania," washed ashore about three quarters of a mile E of the entrance to the harbour, yesterday morning.—[See Rap (s).]

L.L. 15/12/11

L.L. 16/12/11

L.L. 19/12/11

No. 3179

Gulf Stream(Sailing Ship) of Glasgow, Official No 89,987, Nicoll
Tons 1458 Net 1378 (Master)
Glasgow for Vancouver B.C.

Application submitted

31st January 1912

REMARKS.

Member

Subscribers making application

Mr W. H. D. Leslie 3534 1/2

Interested as Broker for Insurance
of Hull.

Owner

Thos Law & Co
123 Hope St
Glasgow

Cargo

1230 Tons Earthenware Pipes
600 " Bricks
300 " Pig Iron

Insurance effected at

Lloyds + Mutual Assns

On Vessel

On Cargo

Latest Account Sailed from Glasgow
for Vancouver (B.C.) on the 29th
April 1911, spoken on the 27th
May 1911 - 11 N 25 WSee letter from Thos Law & Co dated
8th Feby 1912, re-posting by the
20th Feby.

Crew: - 25

including Apprentices 8

Number of Days out

Days

From Speaking to 31 st Jan 1912.	249
— do — 14 th Feby 1912.	263
— do — 21 st Feby 1912.	270
From Sailing to last report from	256
— do — Vancouver 10/1/12.	271
— do — — do — 3/1/12.	280
From Sailing to 31 st Jan 1912.	277
— do — 14 th Feby 1912.	291
— do — 21 st Feby 1912.	298

COMMITTEE'S DECISIONS.

Defer for 14 days	31 st Jan 1912
On the Board	14 th Feby 1912
Posted Missing	21 st Feby 1912

Belle (Brigantine) of Barrow-in-Furness Official No 65048
 Thomas (Master) Tons 196 gross
 163 net
 Llanelly for Lowestoft

Application submitted

31st January 1912

REMARKS.

Member

~~Subscribers~~ making applicationW^r H HolmanInterested as Manager of the
Protection & Indemnity in which
the vessel is entered.

Owner

James Fisher

Cargo

Coal

Anthracite large making Coal

Insurance effected at

Barrow-in-Furness

On Vessel

Lloyds (believed to be)

On Cargo

Latest Account Sailed from Llanelly
for Lowestoft on the 11th Nov^r 1911.

Cardiff, Dec. 19.—Information has been received by
the Gwauncaeagurwen Colliery Company at Swansea
that the schooner Belle, of Barrow, which sailed from
Burryport about five weeks ago, for Great Yarmouth,
has not since been reported.—South Wales Daily News.

L.L. 20/12/11

Crew:— 6

Apprentices —

Number of Days out

From Sailing to 31st Jan^r 1912.

Days

81

On the Board

31st Jan^r 1912.

— do —

7th Feb^r 1912.

88

Posted Missing

7th Feb^r 1912

No. 3181

Wingrove 1st of London Official No 105,879. Jaggs, (Master)
Tons 2806 gross 1819 net
Plymouth for Port Said

Application submitted

31st January 1912

REMARKS.

Member

~~Subscriber~~ making application

Mr F. Y. Finch

Interested as Broker for Insurance
of part of Hull

Owner

The Egypt Levant Steamship Co. Ld.
(J. Langdon Rees Ld.) (Managers)
22 Leadenhall St. E.C.

Cargo

3792 Tons Coal
300 — — Coke

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Plymouth
for Port Said on the 18th Decr 1911

Crew:— 23

Apprentices

Number of Days out

Days

From Sailing to last report from
Port Said 24/1/12 34
— do — — do — 28/1/12 41

COMMITTEE'S DECISIONS.

On the Board 31st Jan 1912Posted Missing 7th Feby. 1912

From Sailing to 31st Jan 1912 44
— do — 7th Feby 1912 51

Arkansas (Schooner) of Lunenburg (N.S.) Official No 116499
 Desjardins (Master) Tons 123 gross
 98 net
 Grand Bank (N.F.) for Gibraltar

Application submitted

7th February 1912

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{td}Interested as Brokers for the
Insurance of Cargo

Owner

Samuel Harris
Grand Bank
Newfoundland.

Cargo

2875 Quintals Codfish

Insurance effected at

Grand Bank Mutual Marine
Ins^{ce}

On Vessel

Lloyds'

On Cargo

Latest Account

Sailed from Grand Bank
(N.F.) for Gibraltar on the 6th
Nov^r 1911

Crew:— 6

Apprentices —

Number of Days out

Days

From Sailing to last report from
Gibraltar 1/2/12

87

— do —

— do — 8/2/12

94

From Sailing to 7th Feby 1912.

93

— do —

14th Feby 1912

100

COMMITTEE'S DECISIONS.

On the Board

7th Feby 1912

Posted Missing

14th Feby 1912

No. 3183

Ville d'Alger ^{1st} of Algiers, G. Durand (Master) Tons 1544 gross
958 net
Cardiff for Oran

Application submitted

14th February 1912

REMARKS.

Subscribers making application

Northern Maritime Ins^{co} & Co
Newcastle-on-TyneInterested as Underwriters of
Cargo

Owner

Prosper Durand
Algiers

Cargo

1990 Tons Coal

Insurance effected at

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account Tailed from Cardiff
for Oran on the 19th Dec^r 1911

VILLE D'ALGER (s).—Jersey, Jan. 13.—Picked up in St. Ouen's Bay, Jersey, on Jan. 6, a life buoy with the following writing in black:—"Ville d'Alger, Alger."

L. L. 14/1/12

VILLE D'ALGER (s).—London, Jan. 19.—Wreckage from the French steamer Ville d'Alger, which left Cardiff on Dec. 19 for Oran, has been found near Cartaret (France).

L. L. 20/1/12

VILLE D'ALGER (s).—Cherbourg, Jan. 30.—A lifebuoy, coming from the steamer Ville d'Alger, and some empty casks were found on the seashore at Surtainville near Carteret.—[See issues of Jan. 18 and 25.]

L. L. 1/2/12

Crew:— 25

including Apprentices 2

Number of Days out

Days

From Sailing to last report from
Oran 10/2/12 53
— do — — do 17/2/12 60

From Sailing to 14th Feby 1912 57
— do — 21st Feby 1912 64

COMMITTEE'S DECISIONS.

On the Board 14th Feby 1912Posted Missing 21st Feby 1912

Amana 1st of Liverpool, Official No 105,324, Cone. (Master)
 Leith for Philadelphia
 Tons 3412 gross 2161 net

Application submitted

14th February 1912.

REMARKS.

~~Member~~~~Subscribers~~ making applicationMr. H. Worsley
(Willis Faber & Co)Interested as Broker for Insurance
of Hull.

Owner

Furness Withy & Co.

Cargo

General

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Leith
for Philadelphia on the 1st Decr
1911

Crew:— 31

including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Philadelphia
— do — — do — 9/2/12

63

70

On the Board

14th Feb 1912

Posted Missing

21st Feb 1912From Sailing to 14th Feb 1912
— do — 21st Feb 1912

75

82

No. 3185

Mermaid (Ketch) of Jersey. Official No 55305, Richmond (Master),
 Tons 59
 Depart (Fife) for Portrieux (France)

Application submitted

21st February 1912.

REMARKS.

Subscribers making application

The Maritime Insurance Co^{ld}.
LiverpoolInterested as Underwriters on
Cargo

Owner

J. J. Grant
Jersey

Cargo

110 Tons Coal

110 Tons Depart Roselyn Hartley
Coal

Insurance effected at

Liverpool

On Vessel

On Cargo

Latest Account

Sailed from Depart
(Fife) for Portrieux (France)
on the 28th September 1911.

Ventnor, Oct. 21.—An oar, made of white deal, was
 picked up here to-day. The words "Mermaid J. Y.,"
 presumed meaning "Mermaid, Jersey," were burnt in.

L. L. 23rd Oct 1911

Crew:—

4

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Portrieux

141

On the Board

21st Feb 1912

— do —

— do 23rd Feb 1912

148

Posted Missing

28th Feb 1912From Sailing to 21st Feb 1912.

146

— do —

28th Feb 1912.

153

Genoa 1st of Hull, Official No 97525. Westcott, (Master)
Tons 1942 gross 1233 net
Blyth for Riga

Application submitted

28th February 1912

REMARKS.

Subscribers making application

Mr J. E. Bott

Interested as Broker for
Insurance of part Hull.

Owner

Thos Wilson Sons & Co^d
Hull.

Cargo

2650 Tons 9 cwt Coal

903 Tons 11 cwt Bedlington Coal 6^d Smalls
1746 " 18 " Cowpen Coal 6^d —"
2650 " 9 "

Insurance effected at

London £5000
Valued at £10,000

On Vessel

London

On Cargo

Latest Account Sailed from Blyth
for Riga on the 15th Jan^y 1912.

GENOA (s).—London, Jan. 29.—The Wilson liner Genoa, from Blyth to Riga, is seven days overdue. The Genoa left Blyth on January 15, and should have made the voyage in six days. The owners are of opinion that she has got among the ice. Advices from Elsinore state that the vessel has not been seen to pass that point.—Daily Mail.

L.L. 29/1/12

—London, Jan. 29.—The owners are informed by the Receiver of Wreck, Berwick-on-Tweed, that 3 lifebuoys marked "Genoa, Hull," 6 lifebelts marked "Wilson Line, Hull," hatches, etc., have been washed up between Berwick-on-Tweed and Holy Island.—[See London under "Derelicts and Wreckage."]

London, Jan. 29.—Large quantities of wreckage are being washed ashore on the Berwick coast between Burnmouth and Holy Island. The wreckage includes several lifebelts marked "Wilson Line Hull," three lifebuoys marked "Genoa Hull," one lifebelt marked "Venus Flensburg" as well as several unmarked lifebelts, ships locker and a number of hatches.—Press Association.

L.L. 29/1/12

Crew:— 22

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Riga 28th Feb^y 1912
— do — — do — 1/3/12

36

46

On the Board

28th Feb^y 1912

Posted Missing

6th March 1912

From Sailing to 28th Feb^y 1912
— do — 6th March 1912

44

51

No. 3187

Archtor

of London, Official No 106402, Saunders (Master)

Tons 3414 gross 2193 net

Norfolk (va) for Rotterdam

Application submitted

28th February 1912.

REMARKS.

Member

~~Subscribers~~ making application

Mr R H Holman

Interested as Managing Owner

Owner

R. H. Holman
1 Lloyd Avenue
EC.

Cargo

4459½ Tons Phosphate Rock
Rosin, Wool, Timber Logs etc

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

A reply dated 29th Feby 1912 from the Owner states, that the Cargo on deck, consisted of 192 poplar logs + 71 ash logs weighing about 535 Tons. 249¾ Tons

Latest Account

Sailed from Norfolk (va) for Rotterdam on the 2nd Jan'y 1912. + passed Cape Henry on the 3rd Jan'y 1912.

Crew:— 24.

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Rotterdam

55

Defer for 1 week

28th Feby 1912

do

do

61

On the Board

6th March 1912

do

do

68

From Sailing to 28th Feby 1912

57

Posted Missing

13th March 1912

do

do

64

do

do

71

From passing Cape Henry to 28th Feb 1912

56

do

do

63

do

do

70

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

Sarah Jane (Schooner) of Bridgwater Official No 29225
Baker (Master) 58 Tons
Newlyn for Waterford

Application submitted

6th March 1912

REMARKS.

Member &
Subscribers making application

W^r R. Russell
& W^r W. J. A. Radford

Interested as Broker for Insurance
of Freight & Outfit.
Interested as Broker for Insurance
of Cargo.

Owner

W. Holding
Bridgwater

Cargo

Manure

Insurance effected at

Lloyds + Bridgwater

On Vessel

Lloyds

On Cargo

Latest Account

Tailed from Newlyn
on the 30th January 1912.

London, Feb. 27.—Sarah Jane, Ipswich to Water-
ford, with manure: The owner of this vessel states that
he has not heard of her since she left Newlyn on
Jan. 30.

LL 27/2/12

Crew:— 4

Apprentices

Number of Days out

From Sailing to 6th March 1912Days
36

Defer for 14 days

COMMITTEE'S DECISIONS.

6th March 1912— do — 20th March 1912

50

On the Board

20th March 1912— do — 27th March 1912

57

Posted Missing

27th March 1912

No. 3189

Sappho (Schooner) of Padstow, Official No 58375, Dixon (Master)
Tons 188 gross 145 net
Dybart (Fifo) for Plymouth

Application submitted

13th March 1912.

REMARKS.

~~Member~~

Subscribers making application

Mr. R. W. Vick Jr

Interested as Broker for Shippers
of Cargo

Owner

E. Stephens
Fowey
Cornwall

Cargo

Coal

280 Tons Roselyn Steam Coal.

Insurance effected at

On Vessel

Glasgow

On Cargo

Latest Account

Sailed from Dybart (Fifo)
for Plymouth on the 9th Jan^y.
1912.

Crew:— 6

Apprentices

Number of Days out

From Sailing to 13th Mch 1912.Days
64

COMMITTEE'S DECISIONS.

On the Board

13th March 1912.— do — 20th March 1912.

71

Posted Missing

20th March 1912

Okahandja ^{1st} of Stettin, Peemüller (Master) Tons 342 gross
2208 net
Oran for Hamburg

Application submitted

13th March 1912

REMARKS.

Subscribers making application

The Maritime Insurance Co^{ld}
LiverpoolInterested as Underwriters on
Cargo

Owner

Emil. A. Retzlaff,
Stettin
Germany

Cargo

Grain

Insurance effected at

On Vessel

Liverpool

On Cargo

Latest Account Sailed from Oran on
the 6th December 1911 for HamburgOn a Voyage from Kherson for Hamburg
Sailed from Kherson 22nd Nov^r 1911

Crew:—

Approximately 23

Apprentices

Number of Days out

From Sailing to 13th Mch 1912

Days

98

— do —

20th March 1912

105

COMMITTEE'S DECISIONS.

On the Board

13th March 1912

Posted Missing

20th March 1912

Scilly, Feb. 21, noon.—Part of boat's keel and boat's backboard marked "Okahandja" picked up at Scilly 20th inst., also a piece of teak apparently part of deck house marked "Ville d'Alger" was picked up at Scilly on 6th inst.—[Memo: The Okahandja (German steamer), bound from Kherson for Hamburg sailed from Oran on Dec. 6 last, and the Ville d'Alger (French steamer) sailed from Cardiff on Dec. 19 bound for Algiers].

Nantes, March 2.—A circular lifebuoy painted red and marked "Okahandja, Stettin," was picked up, Jan. 15, three miles off Taillefer Point, Belle Ile Strait. The following wreckage, which would appear to have come from that vessel, was picked up in December and January on the coast of Belle Ile and within a radius of three miles from the coast:—Planks marked MVD, PM, GRAS, ISTAD; 1 wooden case holding 2 zinc cases each containing 25 kilos paint and marked "Kass, Farlen, Glasuren Black Fabrik Rosenweig et Baumann KGL Hof Kessel Berlin Munchen Wien Moskau Paris Genova Fabrique de Peintures Freikag et Cie 155 Rue du Faubourg St. Antoine Paris"; 1 cask containing 50 litres varnish, bearing part of the above marks; 1 case containing 12 bottles marked "Liq. Ammonia C.T. et Co. 1424 Buenos Ayres"; 1 drum 45 litres of oil of turpentine, marked "on deck"; 1 derrick, painted white, 8.40 metres long; 1 drum 50 litres of collodion; portions of a clincher-built boat with piece of a plate marked PH 17, and a black notice-board, 1.30 metres by 0.75 metres, bearing in white the notice "Beware of propellers" and some characters, supposed Chinese.

No. 3191

Orla(Sailing Ship) of Hamburg, Ringleben (Master) Tons 1947 gross
1829 net

Newcastle N.S.W for Coquimbo

Application submitted

27th March 1912

REMARKS.

Member:

Subscribers making application

Mr. L Hammond

Interested as Broker for Insurance
of Cargo

Owner

Rhederei Aktien-Gesellschaft
von 1896
Hamburg

Cargo

Coal

3024 Tons Aberdare Coal.

Insurance effected at

Hamburg

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle
for Coquimbo on the 16th October
1911.

Crew:— 23

Apprentices 2.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
Coquimbo
30.1.12

106

On the Board

27th March 1912

Posted Missing

3rd April 1912From Sailing to 27th March 1912
— do — 3rd April 1912163
170

Maroa 1st of Liverpool, Official No 102,134. Adams (Master)
Tons 6802 gross 4451 net
Cardiff, for Colombo

Application submitted

3rd April 1912.

REMARKS.

Member

Subscribers making application

Mr J. H. Morrison
(Fyper & Co)Interested as Broker for Insurance
of Hull

Owner

Chas. A. Adams
432. Tower Building
Liverpool

Cargo

Coal

8122 Tons Coal
(Dowlais + Cambrian large steam
Coal)

Insurance effected at

London, Liverpool,
+ on the Continent

On Vessel

London

On Cargo

A letter from the Owner dated 4th Apr
states - "according to Charter Party
this steamer had to proceed via the
Suez Canal"

Latest Account Sailed from Cardiff
for Colombo on the 7th Feb 1912
and ^{presumed seen} was spoken by the S.S. Wagner
40 miles N.W. of Cape Trafalgar on
the 16th Feb 1912.

London, March 6. - In reply to enquiry the owner
writes that cables received from Port Said stated that
the Wagner passed Feb. 16 steamer presumed Maroa
40 miles NW of Cape Trafalgar. Wagner reports fine
weather Bay Biscay Port Said and further reports
Maroa steaming seven to eight knots.

L. L. 6/3/12

Crew: - 80 (14 Europeans + 66 Lascars)
Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From speaking 16th 1/2 to 3rd April 1912. 47.
— do — 10th April 1912 54.
— do — 17th April 1912. 61

Defer for 1 Week

3rd April 1912

On the Board

10th April 1912

From sailing to 3rd April 1912. 56
— do — 10th April 1912 63
— do — 17th April 1912 70

Posted Missing

17th April 1912

No. 3193

Vanadis1st of Bergen, O. Berentsen, (Master) Tons 2945 gross 1903 net
Tyne for Porto Vecchio di Piombino

Application submitted

3rd April 1912

REMARKS.

member

Subscribers making application

Mr B. A. Glauwill

Interested as Insurance Broker
for Cargo

Owner

J. Berentsen, Bergen
Chr Michelsen & Co. — do —
(Managing Owners)

Cargo

Coal

3938 Tons Coal.
+ 600 Tons of Bunkers

Insurance effected at

Bergen

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from the Tyne
for Porto Vecchio di Piombino on the
15th Decr 1911 + passed Ushant on
the 19th Decr 1911Kerity-Pennarch, Jan. 13.—For the last two days the
sea has been covered with wreckage of all sorts: boards,
planks, empty casks, &c. A lifebuoy marked "Vanadis,
Bergen," has been found off the coast. Portions of
whale-boats, painted green, with copper bolts, bearing
no marks, have been found amongst the reefs.Christiana, Jan. 18.—A lifeboat marked "Vanadis"
has washed ashore on the island of Ushant.—[See

L. L. 15/1/12.

Crew:— 25

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS

From Sailing to last report from	{ Porto Vecchio di Piombino 29/3/12	104
— do — — do —		
From passing Ushant 19/12/11 to 3 rd April		106
— do — — 10 th April		113
From Sailing to 3 rd April 1912		110
— do — — 10 th " "		117

On the Board

3rd April 1912

Posted Missing

10th April 1912

Hannover (Steam Trawler) of Bremerhaven, looks, (Master)
Tons 158 gross 43 net
Bremerhaven for North Sea Fishing Grounds

Application submitted

17th April 1912

REMARKS.

Subscribers making application

Mess^{rs} Mote Mearius & CoInterested as Brokers for Insurance
of part Hull.

Owner

Hochseefischerei Bremerhaven
Aktien Gesellschaft
Bremerhaven

Cargo

Insurance effected at

London + Bremen

On Vessel

On Cargo

Latest Account

Sailed from Bremerhaven
for North Sea Fishing Grounds on
the 11th January 1912. + was ^{last seen} spoken by
the steam trawler Berlin on the 13th
January in lat 59.20 N. long 2 E

HANOVER (s).—Bremerhaven, Feb. 2.—Anxiety
is felt for the safety of the German steam trawler
Hanover, which left on a fishing voyage, Jan. 11, and
has not since returned. The trip is usually completed
in 10 to 12 days.—Borsen Halle.

L.L. 6/2/12

Crew:— 10

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Speaking to 17th April 1912 95
— do — 24th — 1912 102

On the Board 17th April 1912

From Sailing to 17th April 1912 97
— do — 24th — 1912 104

Posted Missing 24th April 1912

No. 3195

Koombana ^{1st} of Adelaide, Official No 122,725, Allen (master)
 Tons 3668 gross 2182 net
 Port Hedland (W.A.) for Broome (W.A.)

Application submitted

17th April 1912

REMARKS.

Subscribers making application

F. H. Walsham

Interested as Broker for Insurance
of Hull & Machinery

Owner

The Adelaide Steamship Co. Ltd.

Cargo

General

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account

Sailed from Port Hedland
(W.A.) for Broome (W.A.) on the 21st
March 1912

Crew:-

77

48 Passengers

Apprentices

Number of Days out

Days

From Sailing to 17th April 1912

27

— do —

1st May 1912

41

— do —

8th May 1912

48

COMMITTEE'S DECISIONS.

Defer for 14 days

17th April 1912

On the Board

1st May 1912

Posted Missing

8th May 1912

Broome (Western Australia), March 24, 6 p.m.—
 Koombana (s), from Port Hedland to Broome is three
 days overdue. Severe storms on the coast.

L.L. 25/3/12.

Perth, W.A., March 24.—A disastrous typhoon is
 reported from the north-west coast. It lasted from
 Wednesday until Friday last and extended far inland.
 Many vessels were dashed to pieces on the rocks.

Broome (W.A.), March 26, 12 30 p.m.—Koombana (s)
 has not arrived. We have no tidings of her.—Lloyd's
 Agents.

London, March 26.—Following Cable received from
 the owners of Koombana (s): Hurricane North-west
 Australian Coast. Steamer Bullarra reached Cossack
 damaged condition. Koombana 5 days overdue Broome
 from Port Hedland. Several steamers and sailing craft
 searching.

L.L. 26/3/12.

Perth (W.A.), March 26.—The telegraphs on the
 north-west coast have not yet been restored since the
 disastrous typhoon last week. A number of luggers
 are still missing. The report that the inter-State
 steamer Koombana, with 50 passengers, was safe is
 erroneous. She is now five days overdue at Broome
 from Port Hedland. The journey usually occupies a
 day.—Reuter.

KOOMBANA (s).—Raeburn (W.A.), March 27,
 2 50 p.m.—Koombana (s) sailed on March 20
 Headland for Broome, has not arrived and anxiety is
 felt for her safety. Hurricane.

L.L. 27/3/12.

There is still no news of the Koombana (s), now six
 days overdue at Broome from Port Hedland, a one-
 day's journey. She carried 48 passengers and 77
 officers and crew.—Reuter.

Perth (W.A.), March 27,
 6 p.m.—Koombana (s) missing, six days out.

KOOMBANA (s).—Perth (W.A.), March 31.—A
 search of the coast and islands has revealed no trace of
 the steamer Koombana, which has been missing since
 the recent typhoon.—Reuter.

L.L. 1/4/12.

KOOMBANA (s).—Singapore, April 1.—The
 Montoro (s), which has just reached here, spoke the
 Koombana (s) on March 21, to the north west of
 Australia.

L.L. 2/4/12

KOOMBANA (s).—Perth (W.A.), April 3.—A
 portion of the steamer Koombana and some wreckage
 have been found. It is feared that the passengers and
 crew, numbering 130, have been lost.—Reuter.

L.L. 3/4/12.

KOOMBANA.—Perth (W.A.), April 3.—The
 Agent-General for Western Australia has received the
 following telegram re Koombana (s): Wreckage found
 at Bedout Island, saloon door, smoking-room settee,
 &c. Moxon, agent Adelaide Steamship Company
 (owners of Koombana) satisfied they belonged
 to Koombana.

L.L. 4/4/12.

Mountoswald

1st of Newcastle, Official No 110,347
 Standard, Master Tons gross 3224
 " Net 2079

Baltimore for Hamburg

Application submitted

24th April 1912

REMARKS.

Member

Subscribers making application

W^r W. A. StephensInterested as Broker for Insurance
of Hull.

Owner

Lunn + Maccoy
Newcastle-on-Tyne

Cargo

3247 Tons Maize in bulk
+ 1300 Tons Flour Cotton &c.The Owners state that the Deck
Cargo consisted of,333 Walnut logs
+ 12 Cherry logs

approximate weight 180 Tons

Insurance effected at

Lloyds + London
Liverpool Companies } On VesselLondon, Liverpool
+ Elsewhere } On CargoLatest Account Sailed from Baltimore
for Hamburg on the 20th Feby
1912 + passed Cape Henry on the
22nd Feby 1912.

Cargo

3247 Tons Maize in bulk
 1727 Bags Brewets Grain about 90 Tons
 3134 " Flour " 240 "
 1100 " Flax Screenings " 50 "
 4640 " Hominy Seed " 300 "
 700 Bales Cotton " 140 "
 Lumber " 200 "

together with other small parcels aggregating
a weight apart from Maize of about 1300 Tons

Crew:— 24.

including Apprentices 2

Number of Days out

Days

From passing Cape Henry
to 24th April 1912 62
 — do — 1st May 1912. 69

From Sailing to 24th April 1912. 64
 — do — 1st May 1912 71

COMMITTEE'S DECISIONS.

On the Board 24th April 1912.Posted Missing 1st May 1912

No. 3197

Vista Alegre1/31 of Santos, Strut (Master) Tons 248 gross
135 net

Cardiff for Santos

Application submitted

24th April 1912.

REMARKS.

Subscribers making application

J. G. Glanville & Co

Interested as Broker for Insurance
of Hull.

Owner

Cia Paulista de Madeiras
Knowles & Foster (Agents)

Cargo

Coal

85 ⁵/₂₀ Tons Ocean Merthyr large washed nuts
97 ¹⁴/₂₀ " Newport Abercrom Black Vein — do —
182 ¹⁹/₂₀

Insurance effected at

Lloyds & Companies

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Cardiff
for Santos on the 26th Jan^y 1912Penzance, March 13, 4.42 p.m. — Landed at Newlyn
by fishing steamer yesterday afternoon, a ship's boat,
16 feet long, marked "Vista Alegre Santos," found
floating about 25 miles W by N of Longships.

L.L. 14/3/12

Crew:—

6

+ 1 Stewardess

Apprentices

Number of Days out

Days

From Sailing to last report from
Santos

66

do

do — 8/4/12

73

From Sailing to 24th April 1912

89

do

1st May 1912

96

COMMITTEE'S DECISIONS.

On the Board

24th April 1912

Posted Missing

1st May 1912

Erna [s] (Unregistered British Vessel) Linklater (Master)
Tons 3476 gross 2173 net
Clyde for St John's (N.Z.)

Application submitted

1st May 1912

REMARKS.

Subscribers making application

Holmwood & Holmwood LrdInterested as Broker for Insurance
of Hull

Owner

Murray & Crawford Lrd
12 College Street
Glasgow

Cargo

Water ballast
+ 2438 Tons 3 cwt bunker Coal

831 Tons 1 cwt Polmaise Navigation
191 " Greenfield's Unsc^d Bunker Coal
705 " 8 cwt Aitken Navigation
710 " 14 cwt Blackhill
2438 " 3 " Total

Insurance effected at

London

On Vessel

Glasgow

On Cargo

Latest Account

Tailed from the Clyde
for St John's (N.Z.) on the 28th Feby
1912 & passed Kildonan the same
day.

Crew:-

39

Apprentices

Number of Days out

Days

From Sailing to last report from

St John's

45

— do —

— do — 20/4/12

52

From Sailing to 1st May 1912

63

— do —

8th May 1912

70

COMMITTEE'S DECISIONS.

On the Board

1st May 1912

Posted Missing

8th May 1912

No. 3199

Grace (Brigantine) of St John's (N.Z.) Official No 87131, W Fitzgerald (Master)
Tons 147 gross 128 net
St Michael's (Azores) for St John's (N.Z.)

Application submitted

1st May 1912.

REMARKS.

Subscribers making application

Eugene A. White

Interested as Broker for Insurance
of Freight

Owner

A. Goodridge Sons Ltd
St John's (N.Z.)

Cargo

Salt

Insurance effected at

On Vessel

Lloyds

On Cargo
+ Freight

Latest Account

Sailed from St Michael
(Azores) for St John's (N.Z.) on the
1st January 1912.

RACE. — St. Michael's, Jan. 3.—The British
brigantine Grace, which put in here with pumps
choked, and short of provisions, effected repairs and
proceeded Jan. 1.

L L. 18/1/12

Crew:—

8

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
St John's } 103
— do — — do 27/4/12. 117
— do — — do 4/5/12. 124
From Sailing to 1st May 1912. 121
— do — 15th May 1912. 135
— do — 22nd May 1912. 142

Defer for 14 days 1st May 1912.On the Board 15th May 1912Posted Missing 22nd May 1912

Beatrice (Bugautine) of St Johns (N.Z.) Official No 114032, J. Fitzgerald (Master)
Tons 128 gross 99 net
Cadiz for Carbonear (N.Z.)

Application submitted

1st May 1912

REMARKS.

Subscribers making application

Eugene A White

Interested as Broker for Insurance
of Hull

Owner

John Rorke & Sons
C F Bennett & Co (Agents)

Cargo

Salt

In addition to the salt she carried
a small shipment of Corkwood
& Wine

Insurance effected at

Lloyds'

On Vessel

Lloyds'

On Cargo

Latest Account Sailed from Cadiz
for Carbonear (N.Z.) on the 23rd
December 1911

Crew:—

8

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	St Johns	112
— do —	— do — 13/4/12	126
— do —	— do — 27/4/12	133
From Sailing to	1 st May 1912	130
— do —	15 th May 1912	144
— do —	22 nd May 1912	151

Defer for 14 days

1st May 1912

On the Board

15th May 1912

Posted Missing

22nd May 1912

No. 3201.

Reliance(Sch^r) of St Johns (N.Z.) Official No 107959, Brown (Master)

Tons 96

Naples for Catalina (N.Z.)

Application submitted

1st May 1912.

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{td}Interested as Broker for insurance
of Hull

Owner

Philip Templeman
St Johns (N.Z.)

Cargo

90 Tons Ballast

Insurance effected at

Lloyds'

On Vessel

On Cargo

Latest Account

Sailed from Naples
for Catalina (N.Z.) on the 11th
November 1911

Crew:—

7

including Apprentices /

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

St Johns

154

Defer for 14 days

1st May 1912

— do —

— do —

168

On the Board

15th May 1912

— do —

— do —

175

From Sailing to 1st May 1912

172

Posted Missing

22nd May 1912

— do —

15th May 1912

186

— do —

22nd May 1912

193

Pollux (Steam Trawler) of Geestmunde, Baldauf (Master)
Tons 214 gross 60 net
Geestmunde for Fishing places near Iceland

Application submitted

1st May 1912

REMARKS.

~~Members~~~~Subscribers~~ making applicationMr J. H. Morrison
(Fyfer & Co)Interested as Broker for
Insurance of Hull

Owner

Norddeutsche Hochseefischerei A.G.
Geestmunde

Cargo

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Tailed from Geestmunde
for Fishing places near Iceland on the
14th February 1912 & was last seen by
the Steam Trawler "Greif" on the 1st March
1912.

Crew:— 13

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From date last seen to 1st May 1912.
— do — 8th May 1912.

61

68

On the Board

1st May, 1912

From Sailing to 1st May 1912.
— do — 8th May 1912

77

84

Posted Missing

8th May 1912

POLLUX (s).—Geestmunde, March 18.—Anxiety is felt for the safety of the steam trawler Pollux, of Geestmunde, which left this port Feb. 14, on a fishing cruise to Iceland, and was last seen off there, March 2.
—Borsen Halle.

L. L. 20/3/12

No. 3203

Dorothy Louise (Schooner) of Shelburne (N.S.) Official No. 126662
 Hiscock, (Master) Tons gross 1574
 Leixoes (Portugal) for Grand Bank (N.Z.) Net 125.

Application submitted

8th May 1912.

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{rs}Interested as Brokers for Insurance
of Hull.

Owner

George C. Harris
Grand Bank (N.Z.)

Cargo

110 Tons Sand Ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Leixoes
 (Portugal) for Grand Bank on
 the 23rd November 1911.

DOROTHY LOUISE.—London, March 11.—In
 reply to inquiry for latest news of the British schooner
 Dorothy Louise, which vessel left Leixoes Nov. 23
 for Newfoundland, the owners write from Grand Bank
 Feb. 10, that they have received no news of the vessel
 since leaving Leixoes and have given her up as lost
 with all hands.

L.L. 11/3/12.

Crew:—

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

How Sailing to last report from
 Grand Bank 149
 — do — 20/4/12 156
 — do — 27/4/12 163
 — do — 4/5/12 167
 How Sailing to 8th May 1912 174
 — do — 15th May 1912 181
 — do — 22nd May 1912 181

Defer for 1 Week

8th May 1912

On the Board

15th May 1912

Posted Missing

22nd May 1912

Belle Ile 1st of Nantes, Penard, (Master) Tons 2291 gross 1382 net
Penarth for Teneriffe

Application submitted

22nd May 1912.

REMARKS.

Subscribers making application

The Merchant Marine Ins^{ce} Cord
LiverpoolInterested as Underwriters on
Cargo

Owner

Société Anonyme Chargeurs de
L'Ouest
Nantes

Cargo

2,227 Tons 11 Cwt Admiralty
Welsh Coal

Insurance effected at

Nantes

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Penarth
for Teneriffe on the 2nd March
1912 & passed Lundy Island
on 3rd March 1912.

Cherbourg, April 19.—A body was picked up yesterday
in the water off Jardhen Semaphore. It is presumed
to be that of the master of the steamer Belle Ile,
which left Penarth March 2 for Las Palmas.

L.L.

Crew:— 26

including Apprentices 2

Number of Days out

Days

From Sailing to last report from {
Teneriffe 10/5/12

69

— do —

— do — 14/5/12

73

From Sailing to 22nd May 1912

81

— do —

29th May 1912

88

COMMITTEE'S DECISIONS.

On the Board

22nd May 1912

Posted Missing

29th May 1912

No. 3205

Queen Victoria (Ship) of Glasgow, Official No 93377, Baker (Master)
 Tons 1685 gross 1587 net
 Tocopilla for U.K. or Continent

Application submitted

22nd May 1912.

REMARKS.

Subscribers making application

W^{re} Henry Chester
 (Mess^{rs} Black Moore & Co)

Interested as Broker for Insurance
 of Freight & Disbursements

Owner

John Black & Co
 Glasgow

Cargo

2630 Tons Nitrate

Insurance effected at

On Vessel

On Cargo

Lloyds on Freight & Disbursements
 Latest Account Sailed from Tocopilla
 for U.K. or Continent on the
 16th Nov^r 1911

Crew:— 21

including Apprentices 6

Number of Days out

Days

COMMITTEE'S DECISIONS.

1912	From Sailing to 22 nd May 1912.	188	On the Board	22 nd May 1912
1912	— do — 29 th May 1912	195	Defer for 1 Week	29 th May 1912
	— do — 5 th June 1912.	202	Posted Missing	5 th June 1912

Florence M. Smith (Schooner) of Sydney N.S. J. Strickland
(Master) Official No 94771. Tons 99
Louisburg (C.B.) for Chatham (N.B.)

Application submitted

17th July 1912.

REMARKS.

Subscribers making application

Mr A Burns
(C. E. Heath & Co)Interested as Underwriters on
Cargo.

Owner

John Strickland
(also Captain)

Cargo

157 Tons Coal

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Louisburg
(C.B.) for Chatham (N.B.) on the
9th November 1911.

Crew:—

Apprentices

approximately 5

Number of Days out

Days

From Sailing to last report from
Chatham (N.B.) 232
— do — 28/6/12
— do — 5/7/12 239

From Sailing to 17th July 1912. 251
— do — 24th July 1912 258

COMMITTEE'S DECISIONS.

On the Board 17th July 1912
Posted Missing 24th July 1912

No. 3207

No 45 (North Star) - tug - Of Glasgow.
 Leslie (Master) Off. No. 133052
 - Grangemouth for Archangel - Tons 33 gross

Application submitted

21st August, 1912.

REMARKS.

Subscribers making application

M^r Alfred Blackmore
 (Alfred Blackmore & Co.)

Interested as Insurance Broker
 for hull. -

Owner

Alexander M^r Dougall,
 105, St. Vincent St.,
 Glasgow.

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Hammerfest
 June 28, for Archangel. -

London, July 26.—No. 45 (North Star steam tug) sailed June 13 from Grangemouth for Archangel. Owners Glasgow office received telegram yesterday from Omega:—"Tug not arrived, and no news."

London, July 31.—North Star (tug), No. 45, arrived at Bergen June 20 and Hammerfest June 26, after a prolonged passage, caused by fog and strong NE gale, and probably sailed for Archangel about June 28.—[See London paragraph under "Miscellaneous" in issue of July 26]

London, Aug. 12.—Tug No. 45 (North Star): Following is a copy of letter from owner, dated Glasgow, Aug. 8:—The writer has just returned from Archangel and while there he happened to meet several captains who had come round the North Cape at about the time when the above tug left Hammerfest. They all reported having encountered pretty bad weather at that time, with a great deal of ice and thick fog. One of the captains reported having actually seen the tug in Hammerfest, but left before the tug sailed. While in Archangel I also wired to the Consul at Hammerfest to ascertain if he had any information regarding the tug, and received a reply from him confirming the tug sailing on June 28, but he had no further information. We are afraid that the tug must be lost.

Crew:— 5 (including Master)
 Apprentices

See reply from Agt Bergen dated 28th Aug 1912

do — " Hammerfest " 28th Aug 1912

which states that the above Tug took on board three 13½ Tons Bunker Coal mostly on deck.

Number of Days out

Days

from Hammerfest
 From sailing to last report 40
 from Archangel 7/8/12.
 — do — — do — 21/8/12. 54
 — do — — do — 28/8/12. 61
 from Hammerfest
 From sailing to 21st Aug. 1912. 54
 — do — " 4th Sept 1912. 68
 — do — " 11 Sept 1912. 75

COMMITTEE'S DECISIONS.

Defer for 14 days 21st August 1912.

On the Board 4th Sept 1912

Posted Missing 11th Sept 1912

Edward Austin (Ketch) of London, Official No 60928
 J Pybus, master Tons 65
 Depart (Fife) for Topsham (Devon)

Application submitted

6th November 1912

REMARKS.

Member
Subscribers

making application

Mr F. Y. Finch

Interested as Broker for Insurance
of Freight + Effects.

Owner

James Pybus (also Captain)
47 Cholmley Str
Hull

Cargo

About 130 Tons House Coal

Insurance effected at

Gloucester Mutual Ins^{co}
Assn

On Vessel

Unknown

On Cargo

Lloyds

Freight
+ Effects

Latest Account

Sailed from Dysart
(Fife) for Topsham (Devon) on the
22nd August 1912.

Crew:— 4

Apprentices

Number of Days out

From Sailing to 6th Nov^r 1912

Days

76

On the Board

COMMITTEE'S DECISIONS.

6th Nov^r 1912— do — 13th Nov^r 1912.

83

Posted Missing

13th Nov^r 1912

No. 3209

Nomia (ship) of Bremen, Nimme, Master, Tons 2020 gross 1921 net
Newcastle. N.S.W. for Antofagasta

Application submitted.

27th November 1912.

REMARKS.

Member

~~Subscribers~~ making application

W. E Capel Cure

Interested as Broker for Insurance
of Cargo.

Owner

Rhederei "Visurgis" Akt. Ges.
Bremen

Cargo

3100 Tons Wallsend Green
Ticket Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle
N.S.W. for Antofagasta on the
10th July 1912.

Crew:— 22.

Apprentices —

Number of Days out

telegraphic

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	Autofagasta 29/11/12	85
— do —	— do — 9/12/12	138
— do —	— do — 16/12/12	152
From Sailing to 27 th Nov ^r 1912		159
— do — 11 th Dec ^r 1912		140
— do — 18 th Dec ^r 1912		154
		161

Defer for 14 days

27th Nov^r 1912.

On the Board

11th Dec^r 1912

Posted Missing

18th Dec^r 1912

Antonios 1/3 (ex Greta Holme) of Andros, N.T. Dambassis (Master)
Tons 2626 gross 1678 net
Algiers for Liverpool

Application submitted

24th December 1912

REMARKS.

Subscribers making application

J Wigham Richardson & Co

Interested as Agents for Owner

Owner

N.T. Dambassis (also Master)
Andros
Greece

Cargo

40,000 Bags of Sugar

Valued at £40,000

Insurance effected at

London

On Vessel

London, Liverpool,
Hamburg & New York

On Cargo

Latest Account Sailed from Algiers
for Liverpool on the 2nd Decr 1912.

Crew:— 21

Apprentices

Number of Days out

From Sailing to 24th Decr 1912Days
22— do — 1st Janr 1913

30

COMMITTEE'S DECISIONS.

On the Board

24th Decr 1912

Posted Missing

1st Janr 1913

Scilly, Dec. 11, 11 4 a.m.—Wreckage washed ashore at St. Agnes, Scilly, name "Gretaholme" on oar. (Memo: The Greek steamer Antonios (late Greta Holme), bound from Fiume for Liverpool, by last account received at Lloyd's, sailed from Algiers on Dec. 2).

L.L. 11/12/12.

Scilly, Dec. 11, 3 10 p.m.—Quantity wreckage washing ashore south coast St. Agnes, including oar marked "Greta Holme"; presumed disaster occurred in neighbourhood. Lloyd's Agents' representative just returned from thorough investigation. No sign of vessel or crew. Debris includes remains two lifeboats, derricks, hatches.

L.L. 11/12/12.

Scilly, Dec. 11, 4 p.m.—Re this morning's message:—Lifeboat and other boats have been out searching and have picked up two lifebuoys and one life jacket, no name; also saw part of oar marked "Greta Holme." Part of chart house reported from St. Ann's.

L.L. 12/12/12.

Scilly, Dec. 14, 7 20 p.m.—Medicine chest cover bearing brass plate, marked "Greta Holme," recovered to-day. No intelligence of crew. Westerly gale prevents search of rocks.

L.L. 16/12/12.

ANTONIOS (s).—Scilly, Dec. 23, 2 19 p.m.—Antonios (s): Nothing of note recovered since 14th.

L.L. 24/12/12.

ANTONIOS (s).—Scilly, Dec. 28, 4 40 p.m.—Antonios (late Greta Holm): Body recovered from St. Mary's beach this morning, presumed one of crew of above. Body which was named Bowe, no marks and no means of identification. Inquest held to-day, verdict found drowned.

L.L. 30/12/12.

No. 3211

Santiago (S. Tug) of Rio de Janeiro, C.A. Brogden (Master) Tons 47 gross
14 net
Falmouth for Rio de Janeiro

Application submitted

8th January 1913

REMARKS.

Subscribers making application

Leslie Godwin L^d.Interested as Brokers for Insurance
of Hull & Disbursements

Owner

Wilson Sons & Co L^d
Salisbury House
London E.C.

Cargo

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from Falmouth
for Rio de Janeiro on the 20th Nov^r
1912.

Bembridge (I.W.), Dec. 12, 10 40 a.m.—Lifebuoy
picked up off Bembridge marked "s.s. Santiago, Rio de
Janeiro," white with black letters. [Memo.—By last
account received, the tug Santiago, of Rio Janeiro,
sailed from Falmouth Nov. 20 for Rio Janeiro.]

L.L. 12/12/12

Agent at Rio de Janeiro, wires 4th Feb.
"No News"

Crew:— 9

Apprentices

See Letter from Townsend Bros dated
5th Feb^y 1913 re Crew.

Number of Days out

Days

From Sailing to last report from
Rio de Janeiro

48

— do —

Note dated 4/2/13

76

From Sailing to 8th Jan^y 1913

49

" " " 5th Feb^y 1913

77

" " " 12th Feb^y 1913

84

" " " 19th Feb^y 1913

91

COMMITTEE'S DECISIONS.

Defer for 28 days

8th Jan^y 1913

Defer for 7 days

5th Feb^y 1913

On the Board

12th Feb^y 1913

Posted Missing

19th Feb^y 1913

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with
Lloyd's consent.

Morien 1st of Liverpool, Official No 127,979, C.M. Burchell (Master)
Tons 834 gross 490 net
Louisburg (C.B.) for Placentia (N.F.)

Application submitted

8th January 1913

REMARKS.

Member

Subscribers making application

Mr. J. Wishart

Interested as Broker for Insurance
of Hull.

Owner

C.M. Burchell (also Master)
Sydney (C.B.)

Cargo

Coal

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account

Sailed from Louisburg
(C.B.) for Placentia (N.F.) on the
16th November 1912.

MORIEN (s).—London, Nov. 23.—Following cable received from Sydney (C.B.):—Morien (s) overdue four days' trip Louisburg to Placentia, Newfoundland. Sending steamer search.

L.L. 23/11/12

Nov. 23.—Morien, British steamer, sailed for St. John's (N.F.) Nov. 16, is overdue. Steamer sent in search.

L.L. 26/11/12

MORIEN (s).—Sydney (C.B.), Nov. 25.—British steamer Morien, Burchell, which left Louisburg (C.B.), Nov. 16, for Placentia (N.F.), has not yet arrived at destination and is believed to have foundered.—[See issue of Nov. 28.]

L.L. 3/12/12

MORIEN (s).—Montreal, Dec. 1.—Steamers have been sent by the Marine and Fisheries Department to search for British steamer Morien, Burchell, a 410-ton vessel, now 12 days overdue at Placentia (N.F.), from Louisburg (C.B.) The Morien carried a small crew and no passengers.

L.L. 16/12/12

MORIEN (s).—Louisburg (C.B.), Dec. 10.—Government steamer Lady Laurier, which has been searching for British steamer Morien, returned here to-day having been unable to find the missing steamer. The Morien left Louisburg Nov. 16, with a cargo of coal for Placentia (N.F.) and has not since been reported.

L.L. 21/12/12

MORIEN (s).—St. John's (N.F.), Dec. 22.—A lifeboat from the missing freight steamer Morien drifted ashore yesterday near Placentia, slightly damaged, and bearing evidence of having been launched from the deck. The Morien has not been reported since she left Louisburg (C.B.) Nov. 16 for Placentia.

L.L. 7/1/13

Crew:— 14

Apprentices

Number of Days out

Days

From Sailing to last report from
Placentia (N.F.) 36
— do — do 22/12/12 43
— do — do 29/12/12

From Sailing to 8th Jan'y 1913 53
— do — 15th Jan'y 1913 60

COMMITTEE'S DECISIONS.

On the Board

8th Jan'y 1913

Posted Missing

15th Jan'y 1913

No. 3213

Jura

(recently reported as "Whittinghame") of Cardiff. Official No 118138
 Williams (Master) Tons gross 3751
 net 2398

Baltimore for Rotterdam

Application submitted

15th January 1913

REMARKS.

Subscribers making application

Hamilton Smith & Co

Interested as Brokers for Insurance
of Hull

Owner

Manoravon Steamship Co Ltd
Griffiths Lewis & Co
Cardiff

Cargo

Oats

Lloyds Agent at Baltimore, States:
 320,064 Bushels Oats in bulk ^{Approximate Weigh} 4,576 Tons
 52,800 — do — do — in bags 784 "
5,330 "

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Owner states, No deck cargo.

Latest Account

Sailed from Baltimore
 for Rotterdam on the 20th Nov^r
 1912 & passed Cape Henry on the
 same day.

Crew:— 27

including Apprentices 2

Number of Days out

From Sailing to 15th Jan^y 1913

Days

56

— do. — 29th Jan., 1913.

70

— do. — 5th Feb 1913

77

COMMITTEE'S DECISIONS.

Defer for 14 days

15th Jan^y 1913

On the Board

29th Jan., 1913.

Posted Missing

5th Febr^y 1913

El Dorado (s), of New York, G. D. Prescott (Master)
Tons 3531 gross, 2562 net.
— Baltimore for Galveston —

Application submitted

5th February, 1913.

REMARKS.

~~Non-U.M.~~

Subscribers making application

Mr Herbert Worsley
(Willis, Faber & Co., Ltd.)Interested as Brokers
for hull Insurance.

Owner

The Southern Pacific Co.,
New York.

Cargo

2206^{tons} Steel rails & Angle plates

Insurance effected at

London
and New York

On Vessel

On Cargo

Latest Account

Sailed from Baltimore
for Galveston on the 1st Jan.
and passed Cape Henry on
the same day. —

EL DORADO (s).—Washington, Jan. 14.—
Revenue cutters Miami and Windom were to-day
ordered to search for the overdue Southern Pacific
freight steamer El Dorado, with her crew of 45
men, which left Baltimore Jan. 1 for Galveston
with a cargo of steel rails. She passed Cape
Hatteras Jan. 3 and has not been heard from since.
—[See issue of Jan. 16.]

L. L. Jan 25

Galveston, Jan. 17.—Steamer
El Dorado, now nine days overdue from Baltimore
to this port, is believed to have foundered in the
recent storm. She carried a cargo of steel rails and
a crew of 39.

L. L. Jan 27

London, Jan. 15.—Following cablegram has been
received from New York:—El Dorado has not been
heard of since sailing from Baltimore for Galveston
Jan. 1, expected arrival Jan. 8. Not equipped wire-
less. All Coastwise and Gulf Lines Revenue Cutter
Service requested look out for her.

EL DORADO (s).—New Orleans, Jan. 21.—A
rumour early to-day that 12 of the crew of steamer
El Dorado had been picked up in an open boat
in the Gulf, has not been confirmed; the report is
discredited here.—New York Herald.

L. L. 4th Feb 1913

Crew:— 39

Apprentices —

Number of Days out

COMMITTEE'S DECISIONS.

	Days	Decide for 14 days	5 th Feb 1913
From Sailing to 5 th Feb.	35		
— do — " 12 th Feb 1913.	42	On the Board	12 th Feb 1913
— do — " 19 th Feb.	49		
From Sailing to last report from Galveston	24	Posted Missing	19 th Feb 1913
— do — " 25 th Feb 1913	40		

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No. 3215

Denbigh Castle (ship) of Liverpool, Official No 102,088,

Lobos de Afuera for Antwerp

Higgins, Master, Tons 1998 gross
1814 net

Application submitted

12th February 1913

REMARKS.

Subscribers making application

A. Bilbrough & Co

Interested as Brokers for Owners

Owner

Denbigh Castle Ship Co. L.
(R. Thomas & Co) Managers
Liverpool

Cargo

Guano

Insurance effected at

Mutual Insurance
Associations

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Lobos de
Afuera for Antwerp on the
11th Sept 1912 & reported spoken
on the 24th Nov^r 1912 in lat 3 South
long 32 West.

Crew:— 28

Including Apprentices 8

Number of Days out

Days

From Sailing to 12th Feby 1913

154

Defer for 28 days

12th Feby 1913

— do — 12th Mch 1913

182

On the Board

12th Mch 1913

— do — 19th Mch 1913

189

Posted Missing

19th Mch 1913

Bridport, Jan. 6, 3 35 p.m.—Washed ashore, life-buoy, cabin doors, hatch covers, and empty cask, all marked "Denbigh Castle Liverpool," also ship's name-board, marked "Egyptian Prince." (Memo, by last account in *Shipping Gazette and Lloyd's List*, the Denbigh Castle, bound from Lobos d'Afuera for Antwerp, was spoken on Nov. 24, in 3 S, 32 W; and the Egyptian Prince (s), bound from London for Alexandria, arrived Malta to-day).

L.L. 7/1/13

DENBIGH CASTLE. — Bridport, Jan. 7, 11 15 a.m.—Denbigh Castle: My wire yesterday should have been, washed ashore two cabin doors, no marks, six hatches, numbered, ship's name board marked "Denbigh Castle," one cask, no marks. Washed ashore to-day part of ship's boat with red flag, white roses, letters "R. T. and Co." anchor in middle, also part boat choaks; painted white, evidently from large ship, also boats, name board, teak, gold letters, marked "Denbigh Castle, Liverpool," also ship's working gaff new, and sundry small wreckage painted white, evidently part of bulwarks.

L.L. 8/1/13

Bridport, Jan. 7.—The wreckage washed ashore here does not appear to have been long in the water, and nearly all apparently comes from the same vessel.—[See issue of yesterday.]

L.L. 8/1/13

Bridport, Jan. 8, 10 35 a.m.—Washed ashore six life jackets marked "D.C.," also two ship's gaffs lashed with ladder evidently to form raft.—[See under Denbigh Castle in issue of yesterday.]

L.L. 10/1/13

Bridport, Jan. 8.—Coastguards at Lyme Regis and Beer report a quantity of wreckage washing ashore at those places, including a boat's badge marked red flag with white cross, letters "R. T. & Co." in yellow, blue diamond in centre, with yellow anchor; also six baulks of teak, three baulks of timber, one boat's badge and one box containing empty petrol tins.

Bridport, Jan. 9.—A ship's breaker, marked Marathon, washed ashore at Lyme Regis to-day.—[See par re Denbigh Castle, ex Marathon, in issue of Jan 7.]
Salcombe, Jan 9.—A good deal of wreckage is floating around the coast.

COMMITTEE'S DECISIONS.

Harvest Queen (Schooner) of Runcorn, Official No 62022.
Hansen, Master, Tons 116 gross 92 net
Holyhead for Penzance (Cornwall)
(South Cornwall & Dorey)

Application submitted

12th February 1913

REMARKS.

Subscribers making application

Hamilton Smith & Co

Interested as Broker for Owners

Owner

George Millington
Runcorn

Cargo

190 Tons 5 cwt House Coal.

Insurance effected at

On Vessel

Maritime Insurance Co

On Cargo

Latest Account Sailed from Holyhead
for Penzance (Cornwall) on the
22nd Dec^r 1912 & last seen by Master
of "Fairy Maid" on 23rd Dec^r 1912.

Crew:— 5

Apprentices

Number of Days out

Days

From Sailing to 12th Feb^y 1913. 52
— do — 19th Feb^y 1913 59

COMMITTEE'S DECISIONS.

On the Board

12th Feb^y 1913

Posted Missing

19th Feb^y 1913

No. 3217

Sola 15/ of London, Official No 108243, Burn, master, Tons 3103 gross 1971 net
Newport (now) for Buenos Ayres

Application submitted

19th February 1913

REMARKS.

Subscribers making application

Arthur Holland & Co

Interested as Managers of Steamer

Owner

The Buenos Ayres Great Southern
Railway Co Ltd
A Holland & Co (Managers)

Cargo

3525 Tons Abercrombie & Newport
Abercrombie Steam Coal
201 — Galvanized Sheets &c

Insurance effected at

Lloyds & Companies

On Vessel

— do —

On Cargo

Lizard, Jan. 10, 2 p.m.—The remains of a ship's boat, painted white, found to-day in a cave, Polbreath Cove, Lizard, also a name board belonging to same, mahogany, about two inches black letters white "S.S. Sola London"—[By last account in Lloyd's Weekly Shipping Index the Sola (s) sailed from Newport Dec. 23 for Buenos Ayres.]

L.L. 11/1/13

Lizard, Jan. 19, 7 35 p.m.—The body of a man was observed from station, clad in oilskins, with lifebelt attached, going E. Same was washed ashore on Kinnock Sands this afternoon. A second body was also picked up close to lighthouse this morning of a very powerfully built man wearing a three-stone diamond ring on the left hand. Also portion of a boat, painted white, with mahogany name screwed on same, 2 in. wide, marked "s.s. Sola," in white, was picked up at Church Cove, Gunwalloe, to-day.

L.L. 20/1/13

Penzance, Jan. 20, 3 20 p.m.—Picked up yesterday at Gunwalloe, 11 miles east of Penzance, piece of boat, painted white, with mahogany nameboard on same, marked "Sola" in white letters.

L.L. 21/1/13

London, Feb. 11.—This morning's Standard reports:—Two Poole fishermen found a seaman's body off the harbour yesterday, possibly that of a captain, as there were brass buttons on the waistcoat. The man wore a silver watch bearing the

L.L. 11/2/13

name of a Great Yarmouth tradesman, and a gold chain with a Kruger sovereign as pendant. The underclothing bore the name of J. T. Starling. [According to the records at Lloyd's there was a J. T. Starling, first mate on board the Sola (s), who was born at Great Yarmouth, and further information received states he was in possession of a Kruger sovereign.]

Crew:— 27

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	Days
Buenos Ayres	56
do do 3/3/13	70
do do 10/3/13	77
From Sailing to 19 th Feby 1913	58
do 5 th Mch 1913	72
do 12 th Mch 1913	79

Defer for 14 days 19th Feby 1913On the Board 5th Mch 1913Posted Missing 12th Mch 1913

Dovercourt (Ketch) of London, Official No 54525, Wood, Master
75 Tons
Dover for Exeter

Application submitted

26th February 1913

REMARKS.

Subscribers making application

W. G. Sellers

Interested as Broker for Insurance
of Cargo

Owner

Henry W. Grows
West Ham, E.

Cargo

140 Tons Cement

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Dover for
Exeter on the 9th January 1913

Crew:— 3

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 26th Feb 1913

48

Defer for 7 days

26th Feb 1913— do — 5th Mch 1913

55

On the Board

5th Mch 1913— do — 12th Mch 1913

62

Posted Missing

12th Mch 1913

No. 3219

Armstor¹⁸¹ of London, Official No 129019, Smith (Master) Tons gross 2993
 New Orleans for Esbjerg
 " net 1867

Application submitted

5th March 1913

REMARKS.

Members

Subscribers making application

Mr B. A. Glanville

Interested as Broker for Insurance
of Freight.

Owner

R. H. Holman
14 Lloyds Avenue
E.C.

Cargo

4694 Tons Oilcake

Owner states: No deck cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from New Orleans
for Esbjerg on the 23rd Dec^r 1912
passed Port Eads on the 24th
Dec^r 1912.

Crew:— 24

Including Apprentices 1

Number of Days out

Days

From Sailing to 5th March 1913

72

On the Board

5th Mch 1913

— do —

12th March 1913

79

Posted Missing

12th Mch 1913

Marcelle 1st of Caen, Lebasnier, (Master) Tons 1691 gross 935 net
Swansea for St Nazaire

Application submitted

5th March 1913

REMARKS.

Subscribers making application

Mr. J. W. Matthews
(Matthews Wrightson & Co.)Interested as Agent for Owners
of Cargo

Owner

F. Bouet
Caen

Cargo

Coal

2177 Tons Graigola Merthyr large
Steam Coal

Insurance effected at

On Vessel

Cardiff

On Cargo

Latest Account Sailed from Swansea
for St. Nazaire on the 24th Decr.
1912.

Salcombe, Jan. 8.—A lifebuoy, marked "Marcelle, Caen," was picked up in the harbour here yesterday, also several bales of cork and small pieces of wood, apparently wreckage.

London, Jan. 11.—Four lifebuoys marked "Marcelle, Caen," and a picture of a full-rigged ship marked "Denbigh Castle" and signed "W. Bannister," have been washed ashore at Seaton, Devon, together with heavy wreckage, apparently from a timber ship.

London, Jan. 23.—On Jan. 10 a boat, square stern, open, length 14 ft., breadth 4 ft. 4 in., depth 2 ft. 2 in., cork padding all round boat inside, no marks, containing a cork jacket marked "s.s. Marcelle, Caen," was found ½ mile east of Salcombe. In custody of Receiver of Wreck, Exeter.

L. L. 9th Jan 1913L. L. 11th " "L. L. 25th " "

Crew:— 18

Apprentices

Number of Days out

Days

From Sailing to 5th Mch 1913

71

On the Board

5th Mch 1913— do — 12th Mch 1913

78

Posted Missing

12th Mch 1913

No. 3221

Therese Horn 1st of Lübeck, Hübsch, Macker Tons 3038 gross
1941 net
Port Arthur (Texas) for Rotterdam

Application submitted

19th March 1913

REMARKS.

Subscribers making application

Mr Ernest Capel Curw

Interested as Broker having effected
Re-insurances.

Owner

H. C. Horn
Schleswig
Germany.

Cargo

800 Tons Cotton seed.

3010 " Pitch Pine (of which 735 Tons
on deck)

3810

Insurance effected at

Hamburg & Lübeck

On Vessel

Hamburg

On Cargo

Latest Account

Sailed from Port Arthur
(Texas) for Rotterdam on the 26th
Dec^r 1912.A letter dated 12th April No 14662/13
from Lloyd's Agent at Galveston was
received on the 24th April with reference
to Deck Loads

Crew:— 23

Apprentices

Number of Days out

From Sailing to 19th Mch 1913

Days

83

On the Board

COMMITTEE'S DECISIONS.

19th Mch 1913— do — 26th Mch 1913

90

Posted Missing 26th Mch 1913

Poseidon 1st of Andros (Greece), N.M. Cairis, Master Tons 2592 gross
1666 Net
Type for Spezzia (Italy)

Application submitted

2nd April 1913

REMARKS.

Subscribers making application

J. Wigham-Richardson & Co

Interested as Broker for Insurance
of Hull.

Owner

N. A. Cairis & Co
Andros

Cargo

3437 Tons Harton Strathes Coal

Insurance effected at

Lloyds & Companies

On Vessel

Northern Maritime Ins Co

On Cargo

Latest Account

Sailed from The Tyne
for Spezzia (Italy) on the 28th
January 1913

Crew:— 30

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from Spezzia 27/3/13

58

On the Board

2nd April 1913

— do —

do 2/4/13

65

Posted Missing

9th April 1913From Sailing to 2nd April 1913

64

— do —

9th April 1913

71

No. 3223

Pearl Eveline

(Schr) of Lunenburg, Official No 111414, Sireb.

Master Tons 99

St Johns (N.Z.) for Oporto

Application submitted

23rd April 1913

REMARKS.

Subscribers making application

Holmwood & Holmwood L^{rs}Interested as Broker for Insurance
of Hull

Owner

Arthur S. Rendell
St Johns (N.Z.)

Cargo

2950 Quintals Codfish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Johns (N.Z.)
for Oporto on the 6th Jan'y 1913

Crew:—

6

Apprentices

Number of Days out

Days

From Sailing to last report from Oporto

103

— do —

— do — 19/4/13

110

From Sailing to 23rd April 1913

107

— do —

30th Apr 1913

114

COMMITTEE'S DECISIONS.

On the Board

23rd April 1913.

Posted Missing

30th April 1913

"Steam Tug No 7" of Grimsby, Harlow, Master Tons 17 grs.
Wivenhoe for Grimsby

Application submitted

7th May 1913

REMARKS.

Subscribers making application

Durrnell & Fowler

Interested as Brokers for
Insurance of Hull.

Owner

The Rennie Forrestt Shipbuilding
& Engineering Co Ltd
Wivenhoe, Essex

Cargo

—

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Wivenhoe
for Grimsby on the 13th April 1913
put into Lowestoft & left there
15th April 1913.A letter from Lloyds Agent at
Grimsby dated May 6th states
"the body of the Skipper of the
Steam Tug No 7 has been found by
the Steam Trawler "Marlborough"

Crew:—

3

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 7th May 1913

24

Deferred 7 days

7th May 1913

— do —

14th May 1913

31

On the Board

14th May 1913

— do —

21st May 1913

38

Posted Missing

21st May 1913

No. 3225

"Girls Own"

(Fishing Vessel) of St. Yarmouth, Official No 99507
Chenery (Master) 35 Tons
Lowestoft for Haugesund (Norway)

Application submitted

21st May 1913

REMARKS.

Subscribers making application

Gedge Leigh & Humphrey

Interested as Brokers for Insurance
of Vessel

Owner

E. Wisker Jr
Lowestoft

Cargo

(In Ballast)

Insurance effected at

Lloyds'

On Vessel

On Cargo

Latest Account Sailed from Lowestoft
for Haugesund (Norway) on the
18th March 1913

GIRL'S OWN (lugger).—*London*, April 5.—Although several weeks have passed since the lugger Girl's Own, with a crew of three, left Lowestoft for Norway, nothing has been heard of her, and it is feared that she has been lost.

L. L. 5/4/13

Crew:— 3

Apprentices

Number of Days out

Days

From Sailing to last report from		
Haugesund	13/5/13	56
— do —	20/5/13	63

COMMITTEE'S DECISIONS.

On the Board	21 st May 1913
Posted Missing	28 th May 1913

From Sailing to	21 st May 1913	64
— do —	28 th May 1913	71

No. 3226

Elizabeth Roberts (Schooner) of Liverpool, Jones, (Master)
 Official No 118093 Tons 134 gross 100 net
 Llanelly for Oporto

Application submitted

28th May 1913

REMARKS.

Subscribers making application

Hugh Paul & Co

Interested as Broker for Insurance
on Freight.

Owner

E. O. Roberts
(Jones Roberts & Co)
Liverpool

Cargo

185½ Tons Great Mountain
Anthracite Coal

Insurance effected at

London

On Vessel

Lloy, do

On Cargo

On Freight

Latest Account

Sailed from Llanelly for
Oporto on the 9th April 1913

London, May 8.—Elizabeth Roberts, Llanelly for
Oporto:—Telegram from Liverpool, dated May 8,
11 58 a.m., states:—Owners state:—No news of
Elizabeth Roberts.

L.L. 8/5/13

London, May 9.—In reply to inquiry the owner of
the Elizabeth Roberts writes from Liverpool under
yesterday's date that the vessel sailed from Llanelly
about 2 p.m. April 9 and not on April 10 as before
reported. He hoped to receive news of the vessel's
arrival at Oporto in at least a week after she sailed.
Thinking perhaps she might have been at Vigo
weather bound, he made inquiries from the captain
of a P.S.N. Company's boat, which left Vigo
April 25, but she was not there then.

L.L. 9/5/13

Crew:— 6

Apprentices —

Number of Days out

Days

From Sailing to last report from
Oporto 28/5/13 }

44

— do —

— do —

27/6/13

73

— do —

— do —

5/7/13

87

— do —

— do —

12/7/13

94

From Sailing to 28th May 1913

49

— do —

25th June 1913

77

— do —

9th July 1913

91

— do —

16th July 1913

98

COMMITTEE'S DECISIONS.

Defer for 28 days

28th May 1913

Defer for 14 days

25th June 1913

On the Board

9th July 1913

Posted Missing

16th July 1913

No. 3227

Whitlieburn (Ship) of Fredesbrand (Norway), Danielson, master
Tons 2006 gross 1875 net
Antofagasta for Falmouth

Application submitted

18th June 1913

REMARKS.

Member

~~Subscribers~~ making application

Mr. L. W. Hammond

Interested as Broker for Insurance
of Cargo

Owner

R. Salvesen & Co
Fredesbrand
Norway

Cargo

Nitrate

Insurance effected at

Norway

On Vessel

Lloyds & Companies

On Cargo

Latest Account Sailed from Antofagasta
for Falmouth on the 1st December 1912
sighted by the "Barthold Vinnen" on
the 24th Feb 1913 in lat 10.3 N 36.53 W

Antwerp, April 19.—The master of the German
barque Barthold Vinnen, from Caleta Buena, re-
ports that on Feb. 22, in lat. 6 38 N, long. 35 5 W,
his vessel was in company with the Norwegian ship
Whitlieburn, which was then 85 days out from
Antofagasta. On Feb. 23, in lat. 7 50 N, long. 36 18
W, the Whitlieburn was to leeward. The follow-
ing mid-day, Feb. 24, the Barthold Vinnen was in
lat. 10 3 N, long. 36 53 W; wind light NE, and
during the night she lost sight of the Whitlieburn.

L-L. 22/4/13

Crew:— 22

Apprentices 3

Number of Days out

Days

From Sailing to 18th June 1913

199

COMMITTEE'S DECISIONS.

On the Board

18th June 1913

— do —

25th June 1913

206

Posted Missing

25th June 1913

Toanui (Steam Tug) of Glasgow, Official No 133121. Sewell (Master)
 Tons 103 gross 45 net
 The Clyde for Gibraltar
 on a voyage to New Zealand.

Application submitted

9th July 1913

REMARKS.

Subscribers making application

The British Dominions General
Insurance Co. L.Interested as Underwriters on
Hull.

Owner

The Gisborne Sheep Farmers Frozen
Meat Co. L.
Gisborne. N.Z.

Cargo

—

Insurance effected at

London

On Vessel

On Cargo

Latest Account Tailed from The Clyde
for Gibraltar on the 5th June 1913

Crew:— //

Apprentices —

Number of Days out

From Sailing to 9th July 1913 34— do — 16th July 1913 41

COMMITTEE'S DECISIONS.

On the Board 9th July 1913Posted Missing 16th July 1913

TOANUI (s).—Penzance, June 12.—A fisherman on the coast about seven miles north of Penzance reports that yesterday morning he saw a ship's boat, floating in the sea near the coast, which, he thought, had the name Toanui on it. The boat was, however, soon after smashed to pieces on the rocks by the heavy seas. Four ship's lifejackets were also picked up on the coast near the same spot.

London, June 14.—With reference to report from Penzance, the Toanui put back and finally left Gourock June 3. She was to call for coal at either Gibraltar or Algiers.

Penzance, June 16, 9 51 a.m.—Ship's circular lifebuoy marked "Toanui, Glasgow," reported picked up on coast near St. Just on Saturday. Lloyd's Agents proceeding there to-day to make inquiries concerning wreckage.

London, June 16.—With reference to the report from Brest under heading "Derelicts and Wreckage," stating that a teak wood box containing 19 lifebuoys and 10 fire hoses fitted with unions, having the mark, "Fredaway and Co., Ltd.," inscribed on the fire hose unions, had been picked up, the builders of the Toanui (s), in answer to inquiry, telegraph:—J W Fire hoses stowed bridge deck by Fredaway and Co., Ltd.

London, June 16.—According to a letter from the builders, the steamer Toanui sailed from Greenock on Thursday (June 5), being followed down by the Carioca (s), bound for Rio Janeiro. The following day (June 6) the tug Dobrovoletz passed down for Odessa. [Memo: The Carioca arrived at Falmouth June 7 with decks leaking. The Dobrovoletz has since been reported sailed from Lundy Island on June 11 and to have arrived at Gibraltar June 16.]

Penzance, June 16, 1 47 p.m.—Toanui (s): Lloyd's Agents have examined wreckage found near St. Just and in addition to lifebuoy marked "Toanui, Glasgow" found small piece of boat marked "Toanui," also 4 lifejackets, small

teakwood grating and piece of teak panelling with no marks. All wreckage found apparently new.

Penzance, June 18.—The crew of the Seven Stones lightship state that on the morning of June 9 they noticed a lifeboat floating bottom up near the light-vessel. They launched a boat and tried to get the lifeboat to their ship, but were unable to do so owing to the weather. It is thought that this was the same boat that came ashore near St. Just and was smashed to pieces on the rocks.

Sennen, June 18, 9 49 a.m.—Trunk landed Penberth Cove bearing mark "A. S." in black letters, containing ladies' clothes. Letter found "Fernlea, March 31st, 1913, from Ada to Dorrie."

TOANUI (s).—Sennen, June 18, 1 7 p.m.—Four cork lifebelts, canvas covered, one circular lifebuoy "Toanui Glasgow" on it, and two broken planks, side of boat three feet long, part of same name on it, all appeared to be new, picked up 11th inst. at St. Just.

Sennen, June 18, 6 50 p.m.—A circular lifebuoy name "Toanui Glasgow" on it washed ashore one mile south of Land's End.

TOANUI (s).—Sennen, June 19, 7 p.m.—A circular lifebuoy name "Toanui Glasgow" on it, found at Porthledden to-day.

Newlyn, June 23, 10 12 a.m.—Lifebuoy marked "Toanui, Glasgow," picked up 2 miles E by N of Wolf, and brought to Newlyn by fishing boat. [See Penzance under "Derelicts and Wreckage."]

Penzance, June 23.—Another lifebuoy marked "Toanui" has been picked up near St. Just, also a teakwood door, about 5 ft. long, with the letters "H" and "TV" on the brass handle of it.

L.L. 13/6/13

L.L. 14/6/13

L.L. 16/6/13

L.L. 16/6/13

L.L. 16/6/13

L.L. 17/6/13

L.L. 19/6/13

L.L. 19/6/13

L.L. 19/6/13

L.L. 20/6/13

L.L. 22/6/13

L.L. 24/6/13

No. 3229

Wyneric

1st of Glasgow, Official No 104572. Bonner (Master)
Tons 4921 gross 3141 Net
Barbadoes for Lota (Chili)
on a voyage from Baltimore for Guayaquil (Ecuador)

Application submitted

9th July 1913

REMARKS.

Subscribers making application

L Hammond & Co

Interested as Broker for Insurance
of Hull

Owner

Steamship "Wyneric" Co
Andrew Weir & Co
21 Bury Street EC

Cargo

6275 Tons Pocahontas Coal
+ 38 Tons Dynamite

Insurance effected at

Lloyds & Companies

On Vessel

On Cargo

Latest Account Sailed from Barbadoes
for Lota (Chili) on the 15th April 1913

Crew:— 39 (30 of which were Chinamen)
Apprentices

Number of Days out

Days

From Sailing to last report from	Lota (Chili)	56
do do	At Salcahuano	64
do do	18/6/13	70
From Sailing to	9 th July 1913	85
do do	23 rd July 1913	99
do do	30 th July 1913	106

London, June 7.—In reply to inquiry, Lloyd's Agents at Buenos Ayres telegraph, June 6:—Wyneric: No news. We are informed has not passed Straits of Magellan. We are making further inquiries Falkland Islands.

London, June 11.—In reply to inquiry, Lloyd's Agent at Punta Arenas telegraphs, June 10, 9 5 p.m., as follows:—Wyneric (s): Have no information at present.

London, June 12.—Wyneric (s): Following letter received from the owners dated June 12:—The following is a copy of letter which we have received this morning from Messrs. Chas. G. Dunn and Co., of Liverpool:—In view of the long passage made by your Wyneric (s), you may be interested to know that we have received a cable from the captain of our Howick Hall dated 6th inst., from Punta Arenas, reading:—Arrived Friday a.m.; had fearful passage; no damage incurred.

The following report appeared after posting

WYNERIC (s).—London, Aug. 4.—A wireless message from the steamer Bogota, via Tenerife, Aug. 4, states:—Wyneric (s), bound W, passed Triton Bank, Magellan Straits, 11 30 a.m., May 10. [Memo.: The Wyneric (s) was posted at Lloyd's as missing on July 30.]

COMMITTEE'S DECISIONS.

Defer for 14 days	9 th July 1913
On the Board	23 rd July 1913
Posted Missing	30 th July 1913

WYNERIC (s).—Punta Arenas (Straits of Magellan), Sept. 21, 7 50 p.m.—A report received here states boat with name on bow "Wyneric, Glasgow," encountered at Sargasso Channel, Farkey Isle, containing body. Government vessel probably will proceed investigate. (The Wyneric, British steamer, was posted at Lloyd's as missing on July 30.)

Britta (Ship) of Langesund, N. Holmen, Master, Tons 1237 gross
1151 Net
St Andrews Bay (Gulf of Mexico) for Buenos Ayres

Application submitted

13th August 1913

REMARKS.

Subscribers making application

Mr J. J. Irwin
(L. Hammond & Co)Interested as Broker for Insurance
on Disbursements

Owner

H. Christensen.
Langesund
Norway

Cargo

Pitchpine Lumber

Insurance effected at

—

On Vessel

London

On Cargo

Lloyds

On Disbursements

Latest Account

Sailed from St Andrews Bay
for Buenos Ayres on the 21st Dec^r 1912,
+ spoken 25th Dec^r off Rebecca Shoal.

Crew:— 15

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Buenos Ayres

233

On the Board

13th August 1913

— do —

— do —

240

Posted Missing

20th August 1913From Sailing to 13th August 1913

235

— do — 20th —

242

No. 3231

Skien (Ship) of Skien, Norway. A Juhl, Master. Tons 1244 gross 1157 net
 Swansea for Luderitz Bay (to Coast of S. Africa)
 near Walvisch Bay

Application submitted

3rd September 1913

REMARKS.

Subscribers making application

Matthews Wriekow H^o. L.Interested as Brokers for Insurance
of Cargo.

Owner

N. P. Hoyer Hou
Skien
Norway

Cargo

1934 Tons Coal
(Anthracite Machine
made beans)

Insurance effected at

On Vessel

Lloyds & Companies

On Cargo

Latest Account Sailed from Swansea
 for Luderitz Bay on the 3rd March
 1913 and passed Barry Island.
 12th March 1913

London, July 17.—In reply to inquiry, Lloyd's
 Agent at Christiania telegraphs that the owner of
 the Norwegian barque Skien has received no news
 of the vessel since she was reported on March 12.

L.L. 18/7/13

Crew:— 14

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

1913 From passing Barry to last report from
 Luderitz Bay 8/9/13.

173

On the Board

3rd Sept. 1913

— do —

— do —

Posted Missing

17th Sept 1913

From — do — to 3rd Sept 1913 175

— do — to 10th Sept. 1913. 182— do — to 17th Sept 1913 189

Americana (schooner) of San Francisco.

Johnson, Master, 901 tons gross.
 - Knapppton (Wash.) for Sydney (N.S.W.) 839 tons net.
 - Sailed from Astoria (O.) March 3rd 1913: -

Application submitted

REMARKS.

3rd September, 1913.

Subscribers making application

The Union Marine Ins. Co. Ltd.

Interested as insurers
of Cargo. -

Owner

The Pacific Shipping Co.,
San Francisco.
(Managers: -

The Charles Nelson Co.)

London Agents: - David Bruce & Co. -

Cargo

Lumber

Insurance effected at

San Francisco

On Vessel

San Francisco
and London. -

On Cargo

Latest Account Sailed from Astoria
(Oregon) for Sydney (N.S.W.)
March 3rd 1913. -

AMERICANA.—Tacoma, June 30.—The schooner Americana, from Columbia River, March 3, for Sydney (N.S.W.), is believed to have been lost in the storm that swept the Southern Pacific about April 23.

L. L. July 8/13

Crew: - //

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Astoria (O.) to last

On the Board

3rd Sept. 1913

report from Sydney (N.S.W.)

184

- do - - do -

2/9/13

191

Posted Missing

17th Sept 1913

- do - - do -

9/9/13

198

From Astoria (O.) to 3rd Sep.

185

- do - - do -

to 10th Sep. 1913.

192

do

17th Sept 1913

199

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No. 3233.

Klio (Sailing Ship) of Hamburg, Müller, Master 1648 tons gross 1571 net
 Talcahuano for Mexillones (Chili)
 (Chili) about 1000 miles

Application submitted

22nd October 1913

REMARKS.

Member

Subscribers making application

W^r L. W. HammondInterested as Broker for Insurance
of Cargo

Owner

Rhederei-Akhein-Gesellschaft
 von 1896
 Hamburg

Cargo

About 700 Tons West Wallsend
 Coal

Being balance of Cargo shipped,
 at Newcastle N.S.W.

Insurance effected at

Hamburg

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Talcahuano
 for Mexillones (Chili) on the
 12th May 1913

London, July 19.—Klio Talcahuano for Mexil-
 lones: In reply to inquiry, Lloyd's Agent at Ham-
 burg telegraphs, July 19, that owners report vessel
 has not arrived and they have no tidings of her.

KLIO.—Hamburg, July 21.—The full-rigged sail-
 ing ship Klio, of Hamburg, has, it is feared, been
 lost with all hands, numbering 20. The vessel was
 on a voyage from Talcahuano (Chili) to Mejillones
 (Chili) and is 60 days overdue.—Reuter.

L.L. 19/7/13

L.L. 22/7/13

Crew:— 20

Including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from
 Mexillones

134

On the Board

22nd Oct 1913

— do —

23/9/13

141

Posted Missing

29th Oct 1913

From Sailing to 22nd Oct 1913

163

— do —

29th —

170

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